

PART FOUR

CONCLUSIONS AND RECOMMENDATIONS

The final focus of this report is to develop the local, national and international contexts of the two dockyards to highlight specific areas of future research. Future discussion of Devonport and Portsmouth as distinct designed landscapes would coherently organise the many strands identified in this report. The Museum of London Archaeology Portsmouth Harbour Hinterland Project carried out for Heritage England (2015) is a promising step in this direction.

It is emphasised that this study is just a start. By delivering the aim and objectives, it has indicated areas of further fruitful research.

Project aim: to characterise the development of the active naval dockyards at Devonport and Portsmouth, and the facilities within the dockyard boundaries at their maximum extent during the twentieth century, through library, archival and field surveys, presented and analysed in a published report, with a database of documentary and building reports.

This has been delivered through Parts 1-4 and Appendices 2-4.

Project objectives

1 To provide an overview of the twentieth century development of English naval dockyards, related to historical precedent, national foreign policy and naval strategy.

2 To address the main chronological development phases to accommodate new types of vessels and technologies of the naval dockyards at Devonport and Portsmouth.

3 To identify the major twentieth century naval technological revolutions which affected British naval dockyards.

4 To relate the main chronological phases to topographic development of the yards and changing technological and strategic needs, and identify other significant factors.

5 To distinguish which buildings are typical of the twentieth century naval dockyards and/or of unique interest.

These objectives have been delivered through Parts 1-4 and Appendices 2-4.

Limitations were imposed on the project by problems of access and weather. The weather during winter/spring 2013 was very cold, wet and windy, making it too arduous to remain at Portsmouth Naval Base for more than two hours at a time. Some planned visits had to be cancelled. Effecting access to Devonport Naval Base took eight months. The short time available to see the Devonport site from a car did not allow detailed comparison with the listing descriptions and archival evidence, and the researchers were not allowed to take photographs. Some buildings were viewed internally, such as the Quadrangle (N173-177, N186-191, N203), North Yard Offices (N215) and the former Pipe Shop (N110). This was converted in 2002 into a Laypart Store for removed *Vanguard* items and now the HQ Store and Office for *Vanguard* class operations, supporting the nuclear fleet. It was only possible to see the Refuelling Facility (D154) and Frigate Complex (N217) from the outside. The second day of the Devonport visit in September 2013 was very wet, which affected visibility. Lack of data also affected the writing up of Part 2. Devonport Part 2, unlike Portsmouth Part 3, does not show all the building numbers and grid references because the team was unable to obtain all the relevant details.

It is emphasised that much of the two sites is inaccessible to the public. Visitors to the Devonport Naval Heritage Centre can see the yard by bus and visit HMS *Courageous*, and the southwest corner of Portsmouth Dockyard is a public heritage area, from which some of the naval base can be viewed; it can also be seen from the nearby Spinnaker Tower. Both yards can also be viewed on Google Earth. Nevertheless, their material culture is largely invisible, so this report goes some way to impart this evidence. Now that the report is in the public domain, its findings can be further explored. It is expected that this material on the two twentieth century dockyards will stimulate future researchers to delve much more deeply within the historical sources indicated and reveal further unknown information and attitudes.

4.1 Primary findings

The project has demonstrated:

1. Some significant earlier dockyard buildings were demolished during the twentieth century, but those which remain are largely protected by listing and give a unique character to both dockyards.
2. Those structures still at risk, such as the South Saw Mills (S128, S148-150), South Smithery (S126) and the Turncock's House (part of S103) at Devonport; at Portsmouth nos 2-8, The Parade (1/125-1/132), the Former Naval Academy (1/14, 1/16-1/19), the east wing of the Iron and Brass Foundry (1/136), Dock No. 6 and Store No. 25 (1/118), some of which have not been in use for decades, will require £millions to restore them. Portsmouth Block Mills (1/153) is in an excellent refurbished state, but it needs additional means of access to the upper floors to be usable and its continued lack of use renders it vulnerable to ongoing decay. Current government policies do not make such expenditure likely in the near future.
3. Already gone are almost all Portsmouth's Victorian/Edwardian Barracks, Devonport and Portsmouth air raid shelters, Devonport and Portsmouth's giant cranes and Portsmouth Floating Dock. Less of Portsmouth's rail track remains than at Devonport, while 1970s-era cranes at Portsmouth are being replaced, so its wharf and dock scenes are changing. South Yard, Devonport will soon be lost as a dockyard and will change drastically through commercial redevelopment.
4. MoD documents of the 1960s and 1970s show that in the thrust for modernisation the survival of some historic buildings was due to lack of money in specific budgets to demolish and rebuild, rather than an appreciation of their significance.
5. Pre-twentieth century dockyard buildings have adapted remarkably well to the current needs of the MoD, commercial businesses and museums. A few examples at both dockyards (South Saw Mills (S128, S148-150), and South Smithery (S126) at Devonport and the Block Mills (1/153) at Portsmouth) have not found a naval re-use due to the cost of renovating them fully, or other re-use through problems of security access.
6. From the beginning of the twentieth century, new worksites and accommodation aimed to improve hygienic and recreational conditions to develop personnel confidence and self-esteem beyond merely providing a progressive environment for living and working.
7. Neoclassical styles of architecture in both dockyards continued well into the twentieth century before new building types made an appearance, such as the Modernist Boathouse No. 4 at Portsmouth (1940, 1/6) and the 1979 Brutalist NAAFI at Devonport and Workshop Complexes at Portsmouth (1976 and 1979, 2/139-140 and 2/109-110). Late twentieth century buildings continued neoclassical elements, creating a tapestry of old and new building styles. Strands of influence can only be touched upon in a report such as this, but they will bear further fruitful research.
8. The MoD has preserved some historic buildings by moving them. Portsea's Unicorn Gate was re-sited in 1868, the Round Tower (1843-48, 3/262) and Frederick's Battery (1843-48, 3/250)

were carefully relocated rather than demolished in the 1860s. The columns and pediment from the former Portsea Quay Gate were incorporated into HMS *Nelson* Gate in 1902, and the remains of Portsea's Lion Gate were built into the Semaphore Tower (1/50) in 1929. Victory Building (1993, 1/100) displays in its portico the lion and the unicorn, recalling the town gates. In 1979 the plaque and metal box, which formerly housed a gas jet for workers to light their pipes and cigarettes in the 1863–65 Great Extension wall near Unicorn Gate, was refurbished by dockyard apprentices and incorporated into the rebuilt section.

9. Buildings continued to segregate personnel by rank and gender through the design of accommodation, dining and recreation facilities into the 1970s.
10. Time-work-discipline is evident through the muster bell, the clocking-in machine, clocks on buildings and the waiting area for artificers to queue for pay at Portsmouth.
11. Devonport is still grey and Portsmouth still red. Their dominant historical colours, reflecting their respective underlying geology, have continued through the twentieth century.
12. PNBPT has brought back or is bringing back some hitherto fully unusable Portsmouth buildings into profitable re-use: Boathouse Nos 4, 5, 6 and 7 and the Cellblock (1/6, 1/27-1/28, 1/23, 1/29 and 1/2)
13. Pre-twentieth century and twentieth century structures form a tapestry of old and new material culture. Devonport's 1976 Frigate Complex is juxtaposed with North Yard Offices (1903, 1910, N215) and the Quadrangle (1852-61, N173-177, N186-191, 203), while Portsmouth Round Tower (1843–48, 3/262) and Frederick's Battery (1843–48, 3/250) were consciously tied to the 1979 Arup Offices (3/261). Buildings signify a series of overlapping stories to be researched by architectural, social, maritime, political, economic, technological and local historians, geostrategists, historical geographers, economists and civil engineers.
14. A variety of sources have been blended to tell a series of stories. Buildings can be interpreted by, and interpret, archival collections. Buildings which have disappeared still survive in the archives. The inclusion of rarely cited collections raises awareness of them to potential researchers.
15. There is continuity in including dates on such architectural elements as rainwater hoppers, plaques and stones. Vistas, such as the Portsmouth Georgian storehouses and the ropeshouse complexes at Devonport and Portsmouth have continued at Devonport with the North Arm range of buildings ending in the NAAFI building (N007), and the parallel range which includes the nuclear refuelling facility, the FMB workshop complex and the Mast and the Periscope Shop. However, some vistas have lost their sense of order, such as the 1922 view of South Yard looking towards the Tamar (*A Brief History of Devonport Naval Base*, pp. 6-7). Within buildings, twentieth century steel columns take up less space than brick arches, so recurring internal vistas are less dominant. Early field patterns are embodied within twentieth century building alignments at Portsmouth. Copying of elements, such as scrolled buttresses, is a notable feature of early twentieth century Portsmouth decoration. Windows, which at the beginning of the twentieth century could be larger, due to advances in steel and reinforced concrete, by the end of the century were in some cases non-existent (Devonport Frigate Sheds, Portsmouth Ship Halls), or reduced to narrow slits (Portsmouth Steel Production Hall) for security purposes. The floating Hillside Accommodation block, used during the Portsmouth shipbuilding phase, was a continuation of the principle of hulks. Dockyard models, following the traditional of the iconic 1774 models of all six royal dockyards, continue to perform a vital planning or propaganda function. Portsmouth acquired a model in 1938 whose detail is valuable to note changes occurring during the Second World War. Portsmouth had a model to plan the changes to RN Barracks 1963–74 and Devonport used a model to guide the construction of the 1970s frigate complex. Portsmouth Victory Building holds a current model built by apprentices to facilitate the changes required to support the *Queen Elizabeth* class carriers.

4.2 Stories

Buildings house most of people's activities. This report forms a rich framework for new study to excavate social stories from the buildings, such as the following examples explored during dissemination seminars. The convicts' crucial contribution has been touched upon through map evidence and surviving buildings, but needs further interpretation. In giving the talks, more information has snowballed.

4.2.1 Portsmouth Dockyard Model

Model of Portsmouth Dockyard depicted just before the start of World War Two in September 1939. Ships in the dockyard include HMS Victory, HMS Rodney, Royal Yacht Victoria and Albert III and Monitor Roberts. Panels are numbered on underside. Made by Engineer Admiral Gurnell. (NMRNP, Dockyard Model [1938])

The project team was delighted to gain access to this key mid-twentieth century Portsmouth Dockyard model, allowing comparison with maps and providing three-dimensional visual details. Its eight baseboard sections are stored currently in large drawers, so it cannot be seen in its entirety. Nevertheless, it is a positive example of how this project has interpreted and enhanced a museum collection.

Before this project little had been collated about Engineer Admiral Thompson Gurnell (1878–1965), who made the model just before the Second World War. He was born on 27 August 1878 in Ryde, Isle of Wight and educated at Portsmouth Grammar School. Thompson's father, William (born c.1841 in Hibaldstow, Lincolnshire) and mother Mary (born in Ryde in 1849 to Richard Colenutt, Ryde Grocer & Licenced Victualler), were married in 1873 at St Thomas's, Ryde. Mary Gurnell performed during Mayor Benjamin Barrow's singing competition in February 1876. At the end of the competition, before the test to see who would take first and second prizes, 'Mrs GURNELL favoured the audience with the good old song, "My lodgings are on the cold, cold ground", which she sang with great sweetness and taste. In response to the loud encore, she gave "I'd be a butterfly"' (Ryde Social Heritage Group, July 2009, p. 5). William Gurnell's father worked for William Gibbs who had run a chemist's shop since at least 1851. From c.1878 the business was registered as Gurnell, Chemist, 34 Union Street, Ryde (IoW Registrars ref: R9/P50; 1871 Census, RG10/1165, fo. 66, p. 11; White, 1878, p. 477; TNA, 1881 Census: RG11/1178, fo. 59, p. 8). By 1891 his father was a partner in Gibbs and Gurnell, Chemists (TNA, 1891 Census: RG12/890, fo. 58, p. 25) to c.1900, which still exists (Gibbs and Gurnell). The census shows that the family had moved to the mainland by 1901, where William was a Chemist, Dentist & Stationer (own account) in London-road, Farlington, Hants (TNA, 1901 Census: RG13/976, fo. 31, p. 22). Thompson Gurnell was married, probably to Jessie Willcocks, in Portsmouth in 1904 (Gurnell, marriage, 1904; Willcocks, Census, 1911). In 1911 Thompson's brother, Richard Gurnell, was Stationer & Bookseller in Ryde, although the family was living in London-road, Waterlooville, Hants, William having retired (TNA, 1911 Census: RG14). Thompson's mother died in 1947 as a widow at Warrington-road Croydon Surrey (National Probate Calendar, 1948).

Listed in the 12 June 1894 *London Gazette* as an RN Engineering student, Gurnell enrolled in the Royal Navy on 28 June 1899. He was Assistant Engineer, HMS *Canopus*, in the Mediterranean 1899–1901, Engineer Lt in HMS *New Zealand* in 1904, and appointed Engineer Lt Cdr in HMS *Christopher* in 1912. During the First World War he earned the 1914–15 Star to HMS *Calcutta*, Victory and British War Medals. On 5 June 1917 the Russian Government conferred upon him the Order of St Anne, 3rd Class (with Swords): for distinguished service rendered in the Battle of Jutland. (Gurnell, Royal Navy Officers Medal Roll 1914–1920; TNA, ADM 196/130/232, Gurnell; Royal Navy Honours and Gallantry Awards, Part 4, 5 June 1917; Gurnell, T. Service Biography Liddell Hart Archive KCL)

In October 1921 Gurnell was the machinery overseer who accompanied Admiral Dixon to John Brown & Co, Clydebank, awarded the contract for one of the four planned *G3* battlecruisers. After the end

of the First World War the Royal Navy intended them to counter United States and Japanese naval expansion programmes. They would have been larger, faster and more heavily armed than any existing battleship. The design was approved by the Board of Admiralty on 12 August 1921, but orders were suspended at the beginning of the Washington Naval Conference, and cancelled in February 1922 on the ratification of the Treaty, which forbade ships of their displacement. (Johnston, 2011, p. 178)

In 1922 Gurnell was attached to the 2nd Sea Lord's Office and from 1931–33 he was on the C-in-C Portsmouth's staff. In this capacity he was involved in the aftermath of the Invergordon Mutiny (15/16 September 1931). The Atlantic fleet was at anchor at Invergordon ready to go on manoeuvres when the Admiralty cut naval pay by 1 shilling a day as part of the National Government public spending cuts. Able seamen who had joined before 1925 were set to lose 25% of their pay. The men refused to go to sea, but after Admiral Tomkinson, Commander of the Battlecruiser Squadron, had collected their complaints and sent them to the Admiralty, the men obeyed the order to return to their home ports on 16 September. The Portsmouth *Evening News* of Saturday 19, 1931 did not mention the mutiny in its headline, 'HOME-COMING OF ATLANTIC FLEET SHIPS', stating merely:

On the yardarm at the submarine headquarters hung the bright signal lamps warning everyone that the entrance to the harbour must be kept clear. For over half an hour that was the only sign that the Fleet was expected home, weeks before the normal programme time.

The Portsmouth Commander-in-Chief, Admiral Sir A. K. Waistell, was to conduct a court of enquiry beginning on Monday 21st in Admiralty House into 'cases of hardship on the Lower Deck.' Gurnell, then Engineer Rear-Admiral, was named as a member of the court. Forms were printed at Admiralty House on the Friday night (18th) and distributed to all the ratings as soon as the ships arrived, inviting them to state their weekly rates of pay, home budgets, wife's weekly earnings and their 'exceptional hardship under the new rates of pay.' Devonport ships also returned to Plymouth on the 19th. The Admiralty agreed that ratings on the old rate of pay should receive only a 10% cut.

In 1933–34 Gurnell was Extra Naval Assistant to the 2nd Sea Lord for Engineering Personnel Duties (Gurnell, T. Service Biography, Liddell Hart Archive, KCL). On 3 June 1933 he was appointed Companion to the Most Honourable Order of the Bath (*Supplement to the London Gazette*, 3 June 1933, p. 3801). He retired from the Royal Navy in 1934, but was recalled in 1939, and in 1940 appointed to the Ministry of Supply, London and South Eastern Area Board, as the Admiralty representative (House of Commons Debates, 20 August 1940). He remained Admiralty Regional Officer, London and South East Regions until 1945. He was living at 9 Cousins Grove Southsea when he died on 20 May 1965, leaving £11,672 in his will. Gurnell's obituary in *The Times*, written by the Rugby Football Correspondent in 1965, revealed that Gurnell was President of Hampshire Rugby Football Union in 1960. He travelled to support Hampshire R.F.U. on all its fixtures and his 'cheerful little figure...was held in respect and affection everywhere' (Gurnell, T. Service Biography, King's College London, Liddell Hart Archive; Gurnell obituary, *The Times*, 24 May 1965, p. 12; National Probate Calendar, Index of Wills & Administrations, 1858–1966). He was cremated on 25 May 1965 at Portchester Crematorium.¹

The model is separated into eight sections, each on an interconnecting baseboard, constructed mainly of wood, details in ink or paint, with some metal fittings. The railway track is marked on the baseboards. The big question is, why did Gurnell make the model? Was it a labour of love, created out of a personal commitment to his 'home' yard as a retirement project? Or a strategic tool commissioned by the Navy Week Committee to promote the Royal Navy, competing with the other armed forces for rearmament funds? It was completed before he was recalled to the Admiralty in 1939. The *Illustrated London News* in 1938 featured a picture of the model, presented by Gurnell to the Navy Week Committee.

¹ We are grateful for these citations to Allison Wareham, Library Information and Enquiries Manager and Heather Johnson, Information and Enquiries Assistant Library of the National Museum of the Royal Navy, Portsmouth (NMRNP), the late Isobel Kilgallon, Senior Specialist Technician, School of Civil Engineering and Surveying, University of Portsmouth, Ann Barrett, Research Leader, Ryde Social Heritage Group, and Roger Dence, independent maritime history researcher, born and largely brought up on the Isle of Wight.

It was displayed at Waterloo Station to promote Navy Week in July 30–August 6, showing all the attractions: ‘it is both a guidebook and a map’. The article also highlighted the opening of the new “Victory Museum” on 25 July. (*Illustrated London News*, July 30, 1938; Issue 5180) It may be deduced that Gurnell began the model from the southeast corner in or before 1937, as it shows the earlier Masthouses, not Boathouse No. 4, which was begun in 1938. Once it was constructed he did not update it. This is an example of how a museum artefact can deliver vital material evidence, contextualise the life of a naval officer at the beginning of the twentieth century, and illustrate the variety of tasks carried out by a highly competent and trusted officer during his career. What is bizarre is that *The Times* obituary focused on his rugby, not his naval career.

4.2.2 Dockyard museums

Devonport Dockyard Museum began in 1969 and is located in the former Fire Station (1851) and Pay Office (c.1780; both in SO32). Part 3 investigates the location of Mark Pescott-Frost’s Portsmouth Dockyard Museum from 1911–29 and the partial incorporation of its collection into the current National Museum of the Royal Navy. Both museums were established by dockyard personnel accustomed to keeping records or stores. Devonport’s museum is managed by the Friends of Plymouth Naval Museum and Devonport Naval Heritage Centre Volunteers under the oversight of the Fleet Air Arm Museum, which is in the process of cataloguing its collection. The National Museum of the Royal Navy, which also encompasses the Royal Marines Museum, the Royal Navy Submarine Museum, the Fleet Air Arm Museum and Explosion! Museum of Naval Firepower, receives approximately a quarter of its income as Grant in Aid from the Ministry of Defence, and has around 280 volunteers who work in conservation, restoration and as guides. (NMRN, 2014, pp. 10-11) Part 2 explains how PNBM might move away from Devonport Dockyard when the MoD disposes of South Yard.

Both dockyards have historic ships: HM Submarine *Courageous* at Devonport and *Mary Rose*, HMS *Victory*, HMS *Warrior 1860* and HMS *M33* at Portsmouth, which convey visitors into particular maritime spaces and, in the case of *Courageous* and *Warrior*, also transport them onto water. They should remind visitors of the fundamental reason for dockyards, but this connection is not always overtly made. The heritage facilities of both dockyards have been delivered through the collaboration of national and local government, independent museums, commercial enterprises and volunteers.

4.2.3 On the Knee Mutiny, 1906

Part 3 discusses how a naval mutiny directly changed the built environment by adding metal sheeting to the boundary wall near HMS *Nelson* Gate until 1956.

4.2.4 Floating docks

The complicated sequence of Portsmouth floating docks has been unravelled in Part 3, thanks to the network of organisations which have assisted the NDS in this quest.

4.2.5 Portsmouth Promontory stones re-used?

This is a significant example of recycling dockyard materials, advanced as an original theory in Part 3.

4.2.6 Pevsner and Lloyd critique:

It has been demonstrated that Pevsner and Lloyd were not always correct about buildings: see the Round Tower (1843–48, 3/262), Frederick’s Battery (1843–48, 3/250) and the Former Naval Academy

(1/14, 1/16-1/19), at Portsmouth, hardly surprising given the scope of Pevsner's *œuvre* and research *modus operandi*.

4.2.7 Dockyard amenities

There is evidence for the Admiralty providing feeding facilities for dockyard workers first in 1894 (Portsmouth 1/37). This was a significant step, but was it limited to the principal yards or did Sheerness and Pembroke also provide dining rooms? Portsmouth's RN Barracks (1899–1903) also included a Canteen, and a new Dining Hall was built in Nelson Block in the 1970s. A NAAFI shop (2/181) was built in 1945 at Portsmouth, while 2/182 was a store built slightly later which incorporated Cookhouse No. 3, standing since the 1920s. Portsmouth's Port Royal Restaurant (3/68) was built in 1968 on the site of the 1902 Workman's Dining Rooms and the Women's Dining Rooms, built in 1925 over the previous Captain of the Dockyard's garden. (Lambert, 1993) The prominently located 1977 NAAFI building at Devonport represents the zenith of dockyard dining aesthetics. Like the Quadrangle exterior, it echoes high status civilian design; why?

4.3 Research questions

This report provides starting points for further research into the surviving dockyard built environment.

- In the light of this research it would be productive if Historic Scotland were to look closely at Rosyth. Similarly, hitherto unappreciated but significant facilities/buildings from this period in Gibraltar, Malta, Simon's Town and possibly Bermuda could be surveyed.
- The initiation of design aesthetics bears further investigation. Why was the Devonport NAAFI building designed like a Cambridge University Centre? A study of Ove Arup's archive could be valuable to understand the design principles behind their buildings and the reasons why Ove Arup was the selected architect for many buildings at Portsmouth (see Arup Papers and Oral History Archive). Why has Devonport made more use of concrete, while Portsmouth retained the use of brick in the late twentieth century?
- Further investigation of local, HE and TNA records would add greater knowledge of First and Second World War damage and changes.
- The enormous infrastructure investment made in the years leading up to the First World War was not required (and could not have been funded) before the Second World War, but some significant changes were made in the interwar years to enhance Portsmouth facilities. While it was stated that 'few interwar structures' (see 1/154) were built, notable additions at Portsmouth were the repair of the Semaphore Tower and Rigging House (1/40-49, 1/50) in 1929, the opening of East/Flathouse Gate in 1931, the construction of Boathouse No. 4 (1940, 1/6), the extension of South Slip, Middle and North Slip Jetties and the construction of North Corner Jetty, and the addition of the eastern Pocket in Basin No. 3 (1939). Harbour dredging was carried out, extra rail track was laid, and the building of nearly a score of stores, amenity buildings, offices, workshops and extra floors were added to update facilities. Similar changes could be investigated at Devonport.
- R. S. Horne's collections of notes on Portsmouth Dockyard in Portsmouth History Centre and at the NMM merit further study and verification to establish more precise dates for structures and events.

4.4 Finally

For the reasons given above, Devonport Dockyard has received less attention than Portsmouth. This is problematic, since the MoD will dispose of Devonport South Yard in the near future. It is not within a Conservation Area, has no conservation management plan, and since 2011 has lost any integrated care. South Yard was included in the *Strategic Environmental Assessment* (PCC, 2005, pp. 8-9, 17-8), which proposed ‘broadening the accessibility to historic spaces’ and ‘Focusing on the tourism potential for the area’ alongside commercial developments. *Plymouth Characterisation Study and Management Proposals* (2006, p. 62) covered South Yard and Morice Yard, noting the ‘number of extremely important, unused historic buildings within [South] yard that, if they are not put to some positive use soon, are at risk of neglect and decay.’ Conclusively determining its outcome, *Devonport Area Action Plan 2006–2021* (2007, p. 5) rejected the ‘development of a South Yard Heritage Quarter.’ Plymouth City Council recorded the removal of some buildings from *Plymouth Buildings at Risk Register* (2013) by refurbishment or demolition and will address further removals within the National Planning Policy Framework (2012). Ongoing development proposals such as Planning Applications 14/02269/OUT and 14/02268/LBC, while refurbishing some listed buildings, will include an intrusive four-storey car park and a further security fence and remove a capstan. Within a staged programme, South Yard will lose its integrity.

This report has carried out a detailed survey of the most significant late twentieth century buildings in North Yard: the Frigate Complex and the Nuclear Submarine Refit Complex, which includes the distinctive NAAFI building. These sit fittingly alongside earlier buildings through their quality of design and construction.

Dockyard sites near naval bases are problematic to dispose of for security reasons, and the 2005 Project Prime at Portsmouth failed because of this. However, Devonport South Yard is a separate site which can be developed for commercial purposes without threatening naval base security. Due to the attraction of this site for commercial purposes, South Yard does not fall within the government paradigm of releasing public sector land for housing. However, by 31 March 2015 the Ministry of Defence had disposed of 153 sites; it is likely that the land around the former Devonport Granby Gate acquired during the Second World War fell within this list. (NAO, 2015, pp. 6, 7, 12, 14)

Dockyards constantly evolve to meet changing requirements. This will remain so for the foreseeable future, given an ongoing régime of defence cuts and continuing uncertainty over the future political status of Scotland. But as long as a Royal Navy remains, it will need a base or bases from which to operate, and docks and basins to refit and maintain its ships.

APPENDIX 1

PROJECT METHODOLOGY

This appendix sets out the circumstances under which the twentieth century dockyards characterisation study was undertaken: its objectives, methods, scope and constraints which limited the achievement of its objectives. It includes the project brief. Much of this methodology was guided by *Understanding Historic Buildings: A guide to good recording practice* (English Heritage, February 2006). It was advised that this methodology should be included in an appendix so that the reader could go straight into **Part 1 Historical background and characterisation**.

1 NON-TECHNICAL SUMMARY

This study has multiple objectives. The project was designed to increase our overall understanding of the dockyard built environment by telling the national story of twentieth century dockyards and the particular narratives of Devonport and Portsmouth Dockyards, enabling Historic England to focus its resources effectively in managing these historic environments.

Project objectives were to provide an overview of the twentieth century development of the dockyards, address the main chronological development phases to accommodate new ship types and technologies, and distinguish which buildings are typical of twentieth century dockyards and of unique interest. Recommendations were to be made for structures which merit future protection.

To construct a comprehensive analysis of the twentieth century dockyard built heritage environment, the methodology drew upon Wessex Archaeology's 1999 and 2004 studies of Devonport and Portsmouth. Primary sources include designations, maps and records held in public and private archives. Beneficiaries comprise primary users such as Historic England, the Ministry of Defence, future owners and local authorities, and also amenity societies, local communities, historians and students. Detailed architectural descriptions for listed buildings (Appendices 3 and 4) and from Wessex Archaeology (2004) have not been repeated in the two substantive parts, as the listing descriptions are collated in Appendices 3 and 4. A detailed contents section conveys the structure of the report. The report could not be comprehensive as the subject is so large, but it provides insights into recorded events, philosophies articulated and sources available.

The event which initiated a massive expansion of the major British naval dockyards in the twentieth century was the Naval Defence Act (1889). During the twentieth century technological innovations included *Dreadnought* battleships, submarines, oil replacing coal and electricity replacing oil as the main fuel, aircraft, radar and nuclear-powered submarines. The report identifies purpose-built twentieth century structures, existing buildings adapted for new technologies, and unique structures performing the main dockyard activities at Devonport and Portsmouth: the construction, repair and maintenance of ships. The Strategic Defence Review Report (July 1998) led to considerable changes by focusing resources on increased offensive air power and two *Queen Elizabeth* class aircraft carriers.

This study characterises the development of the active naval dockyards at Devonport and Portsmouth and the facilities within their boundaries at their maximum extent during the twentieth century. Building numbers, grid references (obtained from British Geological Survey) and listing numbers serve as finding aids to navigate between Parts 1-3 and the Appendices, and satisfy the requirement for a 'one-stop shop'. An associated database of document and building reports will be available online.

2 BACKGROUND

This project was commissioned by The Historic Buildings and Monuments Commission for England of 1 Waterhouse Square, 138-142 Holborn, London, EC1N 2ST, 'English Heritage', known after 1 April 2015 as Historic England, the lead body for the conservation of England's historic environment. Under the Corporate Plan 2011–2015 it promotes:

- The priority of safeguarding the future of the most significant remains of our national story.
- A contribution to understanding the character and history of areas undergoing regeneration and change.

English Heritage followed national priorities defined in the Strategic Framework for Historic Environment Activities and Programmes (SHAPE, April 2008); the English Heritage *Research Strategy Agenda 2005–2010: Discovering the Past Shaping the Future* (November 2005); *English Heritage Research Strategy 2005–2010: Making the Past Part of Our Future* (June 2005); the English Heritage Corporate Plan 2011–2015; the National Heritage Protection Plan (V1.1, 2012) and the National Heritage Protection Plan Project No. 6265 (May 2012).

The project, defined in the National Heritage Protection Plan 6265 (July 2012, p. 3), was to 'produce a general overview of the development of naval dockyards in England during the twentieth century' and 'highlight the typical types of buildings that were built at this time and structures of unique interest.' Its purpose was to 'inform future discussions about the future development of the naval dockyards' by the responsible authorities, and to ensure that the contribution of twentieth century naval facilities to their historic value and character is acknowledged and fully understood in their historic context.'

Wessex Archaeology's (2004) *Conservation Statement* for buildings in Portsmouth Conservation Area 22 was an excellent model to inform the methodology of this project. It is in two volumes, volume 1 setting out the conservation statement and volume 2 comprising the building reports. Thus NDS **Part 1: Historical background and characterisation** corresponds to Wessex (2004) volume 1 and NDS **Parts 2 and 3** correlate to Wessex (2004) volume 2.

In comparison with the NDS report, Wessex (2004) covered only Conservation Area 22, that is the heritage area, extended north to Victoria Road to include Dock No. 6 and the Block Mills (1/153), and west to include the Georgian buildings as far as Short Row (1/68-72), the Commissioner's Stables/Contract Cleaner Office (1/73) and Marlborough Gate. It therefore covered approximately 30 of the 300 acres of Portsmouth Naval Base. Neither the Wessex nor the NDS studies include the victualling, ordnance, medical and testing facilities located elsewhere around Portsmouth Harbour.

The Wessex (2004) report is informed by an extensive historiography, but twentieth century dockyard heritage lacks such an in-depth study or analysis, so this NDS report has broken new ground in reviewing a range of secondary texts and spotlighting primary sources. Compared with earlier periods of dockyard studies, which are supported by an extensive bibliography such as Coad (1989), Lake and Douet also reviewed scheduling and recommended new listings made in 1999, but as they did not include twentieth century buildings they did not consider any of the buildings discussed here for listing. They dismissed Portsmouth West Pumping Station No. 3 (1909, 1/161) and North Pumping Station No. 4 (1913, 2/239-240) as having 'been more altered, and do not have the same architectural merit' as Pumping Station No. 1 (1878, 2/201), so did not recommend these for listing (1998, p. 44).

Both sites and their associated documentation have been subject to high security restrictions throughout the twentieth century. In 1984 Portsmouth was reclassified as a Fleet Maintenance and Repair Organisation (FMRO). The dockyards have thus been subject to diverse management styles, with varied effects on their built environment. Since the closure of Sheerness Dockyard in 1960, Chatham Dockyard in 1984 and Portland Naval Base in 1995, Devonport and Portsmouth are the two remaining bases of the operational Royal Navy in England. At Devonport, material on the frigate complex and the nuclear facilities has been released so recently that little significant material

has appeared in secondary sources, so primary sources, chiefly maps, were typically the first data collection source, enhanced by the release of crucial government documents in 2005. Documents released under the 30-year rule show the depth and range of sources available for the late twentieth century which this survey has indicated, but not investigated comprehensively.

Although the Wessex (2004) study was designed as a Conservation Statement, and this project as a Characterisation Study, there are common areas of interpretation and the former briefly covers the twentieth century (2004, I, pp. 61-73). Volume 1 is relevant to the NDS project background, aims and methods (terminology, extant buildings and gaps in knowledge). Relevant Wessex chapters addressed:

- Understanding: development of the historic dockyard
- Significance and value: statutory designations; statement of overall significance (RN, architecture, industry and technology); individual/significant buildings and structures; open areas; museums
- Issues and policies: planning context; scheduled monuments and archaeology; built heritage: listed buildings and conservation areas; overall character of the yard; the buildings.
- Conclusion
- Appendices usefully contained tabulated building/structure descriptions, a gazetteer of extant buildings and a sequence of maps.

Although informed by earlier in-depth studies, the Wessex (2004) study is essentially a desktop study, whereas the NDS study has gathered material more widely. Further relevant project models are:

- Royal Commission on the Historical Monuments of England (1995). *Sheerness: The Dockyard, Defences and Blue Town*. Swindon: National Monuments Record Centre
- Wessex Archaeology (1999) *The Royal Dockyard at Devonport: Archaeological Assessment*. Unpublished Wessex Archaeology report 46311.21. Swindon: English Heritage Library.
- Wessex Archaeology (November 1999). *The Royal Dockyard at Devonport: Management Proposals*. Unpublished Wessex Archaeology report 46311.22. Swindon: English Heritage Library.
- Wessex Archaeology (November 1999). *Royal Dockyard at Portsmouth: Archaeological Assessment*. Unpublished Wessex Archaeology report 46311.11. Swindon: English Heritage Library.
- Wessex Archaeology (1999). *The Royal Dockyard at Portsmouth: Management Proposals*. Unpublished Wessex Archaeology report 46311.12. Swindon: English Heritage Library.
- Wessex Archaeology (November 1999). *Royal Dockyard at Portsmouth*. Appendix I Source Index. Unpublished Wessex Archaeology report 46311.I. Swindon: English Heritage Library.
- Wessex Archaeology (1999). *Royal Dockyard at Portsmouth*. Appendix II Component Index. Unpublished Wessex Archaeology report 46311.II. Swindon: English Heritage Library.

The Wessex (1999) reports were designed ‘to provide characterisation of both dockyards to ‘facilitate the management of [their] below ground archaeological remains.’ They encountered difficulties in accessing post-1950 developments and twentieth century maps and ‘decided (with the agreement of English Heritage) not to pursue the C20 development of the Dockyard[s].’ Thus were born the seeds of the NDS study. Wessex’s Portsmouth volume gives a detailed history of building phases including the twentieth century, Appendix I is valuable for primary and secondary sources and Appendix II is helpful for linking buildings and plans.

The (1995) Sheerness study is a useful model for placing the dockyards within their geographical context, as part of a study to understand the Thames Gateway and regenerate Sheerness. After a short historical background and a sequence of maps and photographs of the dockyard model, it presents a very detailed investigation of six buildings (Archway House, the Former Working Mast House, the

Former North Saw Pits, Building 86, the Former Pay Office and the Former Saw Mill), recorded to RCHME architectural level 3. Each survey incorporates plans, photographs, documentary sources and specific construction and architectural details. Structures including the Great Basin, Dry Dock Nos 1-3, the Frigate Dock/Dock No 4, the Graving Dock/Dock No. 5, the Boat Basin, Slip No. 1, Rennie's Pumping Engine House, and some cranes and capstans are recorded to RCHME architectural level 1. The defences are recorded to RCHME architectural level 2 and historic buildings in the dockyard neighbourhood of Blue Town recorded to RCHME architectural level 1. Confusingly, there is no table of contents and each building report is paginated independently. It includes more internal details on individual buildings than the NDS study, as NDS researchers were in most cases unable to gain internal access. Like this study, it includes an appendix of archival sources.

3 RESEARCH AIM AND OBJECTIVES

Aim: To characterise the development of the active naval dockyards at Devonport and Portsmouth, and the facilities within the dockyard boundaries at their maximum extent during the twentieth century, through library, archival and field surveys, presented and analysed in a published report, with a database of documentary and building reports also available.

Objectives:

1. To provide an overview of the twentieth century development of English naval dockyards, related to historical precedent, national foreign policy and naval strategy.
2. To address the main chronological development phases to accommodate new types of vessels and technologies of the naval dockyards at Devonport and Portsmouth.
3. To identify the major twentieth century naval technological revolutions which affected British naval dockyards.
4. To relate the main chronological phases to topographic development of the yards and changing technological and strategic needs, and identify other significant factors.
5. To distinguish which buildings are typical of the twentieth century naval dockyards and/or of unique interest.

4 CONTENTS

The study includes a **Table of contents**, **Lists of illustrations or figures and tables** and **Acknowledgements**. **Part 1 Historical background and characterisation** addressed **Objectives 1-4**. It includes a discussion of published or unpublished sources relating to dockyards in general, an account of the two dockyards' history and a critical evaluation of previous records.

An analysis of historic map evidence is included within **Part 2 Devonport** and **Part 3 Portsmouth**. Where possible each itemised building record gives its precise location as a national grid reference and MoD building number, accompanied by any statutory designation (listing, scheduling or conservation area) or non-statutory designations (Historic England at Risk and local lists), noting any changes. The MoD numerical building sequence in Part 3 was decided after considering a perambulation approach (Pevsner & Lloyd, 1990) which would have created a less practical relational sequence.

An account is given of the building's overall type or purpose, historically and at present, its materials and possible date(s), in so far as these are apparent from a superficial inspection, summarising the building's form (structure, materials, layout), function, date and sequence of development, together with the evidence supporting this analysis. The names of the designers, architects, builders or occupants are given where known.

Any evidence for the former existence of demolished structures or removed plant associated with the building is noted. Where relevant, an account of any fixtures, fittings, plant or machinery associated with the building, and their purposes is given, along with ways in which materials or processes were handled. The building's relationship to local settlement patterns, field systems, gardens or other artificial reclaimed landscape; its part in any larger architectural or functional group of buildings and its visual importance as a landmark is also noted. The potential survival of below-ground evidence for the history of the building and its site is recorded. The architectural or historical context or significance of the building locally, regionally or nationally, in terms of its origin, purpose, form, construction, design, materials, status or historical associations is discussed. Accompanied by necessary permissions, copies of historic maps, drawings, views or photographs illustrating the development of the building or its site are located close to the individual record. The contents of specialist architectural and archaeological reports or a note of their existence and location is included within the text.

The owners at both Devonport and Portsmouth Dockyards have been generous in giving access to their archives; thus important information has been acquired about twentieth century changes. Supporting oral history about twentieth century use of buildings has been obtained through personal communication, dissemination seminars and from members of the Portsmouth Royal Dockyard Historical Trust Support Group, former dockyard workers who worked there from the 1950s. Although most have not worked there since the 1980s, they provided valuable information unobtainable elsewhere. They also made available a copy of *Portsmouth Dockyard and its Environs. A Chronological History* (Lambert, 1993), an example of grey literature not published commercially, nor widely accessible, but possessing some recent and original data. Similarly, a *Short History of Plymouth Dockyard* was written in 1969 by George Dicker, a Devonport naval stores employee. Members of Plymouth Naval Base Museum and researchers at Devonport Naval Heritage Centre have been equally informative.

Full bibliographic and other references from sources consulted, are given, using Harvard APA citations. It includes websites which Historic England and online publishers increasingly use to disseminate professional and academic literature. A glossary includes dockyard or technical terms which might not be included in standard dictionaries.

Appendix 2 lists maps, plans, models, aerial and ground photographs relating to Devonport and Portsmouth Dockyards. Appendices 3 and 4 collate Devonport and Portsmouth Dockyard Designations to satisfy the requirement for a 'one-stop shop'. While Historic England listings are accessible online, many members of the public do not know where they are, and to group them together provides a ready reference for the designated buildings described in Parts 2 and 3.

5 BUSINESS CASE

Following the English Heritage *MoRPHE Project Managers' Guide* (April 2009, p. 9), the context and motivation for this project at this time was to:

Advance knowledge and understanding of the historic twentieth century English naval dockyard environment and apply such understanding to its management, care and enjoyment;

Seek involvement: engage those involved in the care and management of these heritage assets in re-assessing their quality and usefulness. The project report will inform future discussions about the future development of the naval dockyards by the Defence Infrastructure Organisation, local dockyard managers, Historic England local offices, local authorities and others;

Build experience: contribute to an improvement in best practice in the management of future research projects;

Build for the future: anticipate how project results will be effectively disseminated, and archived for use by future generations. The project report will ensure that the contribution of twentieth century

naval facilities to these dockyards' historic value and character is acknowledged and fully understood in their historic context.

English Heritage followed national priorities defined in the Strategic Framework for Historic Environment Activities and Programmes (SHAPE, April 2008); the English Heritage Research Strategy Agenda 2005–2010 (November 2005); *English Heritage Research Strategy 2005–2010: Making the Past Part of Our Future* (June 2005); the English Heritage Corporate Plan 2011–2015; the National Heritage Protection Plan (V1.1, 2012) and the National Heritage Protection Plan Project No. 6265 (May 2012).

The principal SHAPE activities (April 2008, p. 6) addressing this project in para. 2.2 are:

D: Studying and assessing risks to historic assets and devising responses.

D1: Heritage at risk: Quantifying and analysing the condition of the historic environment.

Under the *English Heritage Research Strategy Agenda 2005-2010* (November 2005, pp. 4, 7), this project was informed by Research Theme A: Discovering, studying and defining historic assets and their significance. Sub-divisions of this theme include:

A1 What's out there? Defining, characterising and analysing the historic environment

A2 Spotting the gaps: Analysing poorly understood landscapes, areas and monuments

The *English Heritage Research Strategy Agenda 2005–2010: Discovering the Past Shaping the Future* (June 2005, pp. 8, 10) set the context, asserting that its 'strategy for making our past part of our future is to create a cycle of understanding, valuing, caring and enjoying.' Under Understanding, Aim 1 is to 'Help people develop their understanding of the historic environment'. *English Heritage Research Strategy 2005–2010. Making the Past Part of Our Future*, (June 2005, p. 4) further defines knowledge as the 'prerequisite to caring for England's historic environment. From knowledge flows understanding and from understanding flows an appreciation of value, sound and timely decision-making, and informed and intelligent action.' Historic England's capacity-building priorities relevant to this project are to:

A. Ensure that our research addresses the most important and urgent needs of the historic environment

C. Make sure our professional expertise and knowledge is more accessible to others who need it

D. Develop new approaches which improve understanding and management of the historic environment.

The English Heritage Corporate Plan 2011–2015 (May 2011, p. 5) was driven by the need to address a reduction in resources of £51m. This project serves *The National Heritage Protection Plan* (pp. 4-7, 11-13, 15-16, 17, 24, 26, 30), which was informed by the NHPP Pre-consultation Survey Analysis of Responses (2010) and NHPP Winter 2010–2011 Consultation (2011). The NHPP establishes how English Heritage will prioritise and deliver heritage protection (2011–2015) in the most cost-effective way, shifting its focus and resources to identify gaps in knowledge and to 'address the most threatened parts of the historic environment.' One of the needs identified by the Consultation was 'the need to ensure the necessary skills are in place across the range of historic environment organisations to be able to address the issues identified in the Plan'. Plan delivery should 'lead to more efficient and effective protection through better coordination of activity and joint working', to address reduced public spending. NHPP 6265 (p. 5) also states that: 'The report will also be used to identify buildings, or complexes, which may repay further investigation and assessment for possible protection.'

NHPP, para. 1.4 aim is that 'By the end of the first Plan period in 2015, the outcomes will include:

Agreement across the historic environment sector about the key priorities, particularly in response to immediate and severe threats and which achieves good protection in the medium and long-term for those elements of the historic environment that need it'.

NHPP, para. 1.5 states that 'This Plan is principally but not exclusively focussed on how EH will deploy its own resources and those it provides to others in order to deliver projects in the Plan.'

Through the NHPP (May 2012) this report will deliver Historic England's Strategy Aim 1: to 'Identify and protect our most important heritage (Understanding)' and support para. 2.2: 'focussing on those areas and types of heritage that are least understood'. Para 5.6 defines the two elements amplifying current understanding:

the first is the **identification of interest**; the second is the **assessment of significance**. The first stage identifies the heritage asset, counts and classifies it; the second establishes its importance and significance.

NHPP exists alongside English Heritage's wider Corporate Strategy (May 2011, para. 5.8), whose activities include 'Ensuring that the right skills exist and that the right tools and advice are available to those engaged in looking after our heritage' and 'Ensuring that information management and knowledge transfer is as good as it can be so that what we learn can be used to its greatest benefit.' This will also allow Historic England to 'safeguard for the future the most significant remains of our national story', the National Heritage Collection and the nearly 400,000 designated buildings, monuments, shipwrecks and landscapes. (p. 8)

Under the NHPP Action Plan, eight interacting measures will be funded by a proposed total budget for 2011/12 to 2014/15, averaging £48.98m per annum. Project No. 6265 has been devised within Measure 3, comprising 2%, and Measure 4, comprising 4% of this budget. The measures are:

1. Foresight
2. Strategic Threat: Assessment and Response
3. Understanding: Recognition/Identification of the Resource
4. Understanding: Assessment of Character and Significance
5. Responses: Protecting Significance
6. Responses: Managing Change
7. Responses: Protecting and Managing Major Historic Estates
8. Responses: Grant-aid for Protection

Measure 3 specifies 'Rapid survey of areas of the country where even basic identification of what heritage we have is poor and where there is a real risk of losing nationally significant landscapes and assets before we even know what is at risk.' (How the English Heritage NHPP Action Plan Works)

The activities outlined in NHPP (May 2012, p. 15) and para. 3.2 National Heritage Protection Plan 6265 (English Heritage, July 2012, p. 4) thus define the parameters of this project:

Stage	Understanding
Measure 3	Identification of potential
Activity 3A	Identification of heritage assets and their significance
Measure 4	Assessment of Character and Significance
Activity 4A3	Ports, Harbours, Coastal settlements
Project 4A3.203	Twentieth Century Naval Dockyards Devonport and Portsmouth

As part of 4A: Urban and Public Realm, £449,000 total expenditure has been allocated in 2011/15 for 4A3:

4A3 HISTORIC PORTS, DOCKYARDS, HARBOURS AND COASTAL RESORTS

Historic coastal settlements and complexes are of great heritage significance, and subject to specific and varied pressures relating to environment, ownership and economic pressure. Action will focus on establishing the character and significance of such places to inform

sustainable change. Work will form a continuum with the national coastal survey programme (3A2 [Unknown coastal assets and links to the Shoreline Management Plan]), but recognises the unique challenges associated with coastal settlements.

Specifically, this project provides improved information for the understanding of the significance and value of naval dockyards. Under the priorities identified in the English Heritage Corporate Plan 2011-2015 (p. 8) it supports:

- Safeguarding the future of the most significant remains of our national story.
- Understanding the character and history of areas undergoing regeneration and change.

6 SCOPE

This project begins the twentieth century in 1889 to mark changes initiated by the Naval Defence Act. It ends with those actions driven by the Strategic Defence Review Report (July 1998) which led to considerable subsequent changes, focusing resources on increased offensive air power and two twenty-first century *Queen Elizabeth* class aircraft carriers.

The time available to this project allowed only a survey of purpose-built twentieth century structures and existing buildings adapted for new technologies and unique structures which performed the main dockyard activities within the core dockyard boundaries: construction, repair and maintenance of ships. Other activities conducted in detached sites, such as ordnance, victualling, medical, testing and training facilities could not be studied. This means, for example, that the submarine facilities at HMS *Dolphin*, Gosport, R. E. Froude's tank experiments on warship design 1886–1919, and the continuing ship design trials performed at Admiralty Marine Technology Establishment (AMTE) Haslar (Barnaby, 1960, pp. 230, 234-5, 508-9, 623; Andrew & Lloyd, 1981, pp. 1-31), which are both important twentieth century elements of the Royal Navy, could not be included in this study. Also omitted from this study are the facilities on Whale Island, notably the shore establishment HMS *Excellent*, which began as a gunnery school but which has had a variety of functions over the years (it has recently become the headquarters of the First Sea Lord), and the oil fuel depots. At Devonport, excluded sites comprise magazine facilities at Ernesettle and Bull Point, the Mount Wise complex which includes the bunkers' housing the Devonport Combined HQ section for the Western Approaches, and the Naval Barracks at Keyham, which have been doubtless altered and added to in the twentieth century.

7 RESEARCH STRATEGY

The research team, all members of the Naval Dockyards Society, comprised two architectural historians, both with many years of experience at the two dockyards, one industrial archaeologist, two maritime historians with decades of researching Admiralty archives, and an experienced finance officer. The frequency with which the names Coad, Evans and Riley occur in the designations (Appendices 3 and 4) underlines their expertise. As volunteers they were sensitive to the range of stakeholders and depth of interpretations which are vital to characterisation. As with Historic England's codification of heritage principles, the team took seriously the task of providing 'credible expert advice to those responsible for making or authorizing changes to historic places.' (Bee, 2009, p. 3) The team comprised:

Jonathan Coad	Project adviser
Dr Ann Coats	Editor, project manager and Portsmouth researcher
Dr David Davies	Editor and reviewer, project executive and Portsmouth researcher
Dr David Evans	Devonport researcher
David Jenkins	Project finance officer
Professor Ray Riley	Portsmouth researcher

The initial contract notice stated that this contract was ‘suitable for a voluntary, community and social enterprise organisations.’ (Government Online, 2012) Some team members expended more time on the project than the allocated funded days, contributing additional voluntary time. The project was thus a mixture of consultant and voluntary input.

English Heritage Research Frameworks were constructive in shaping the study’s research framework. The *Thematic Research Strategy for the Historic Industrial Environment* (July 2010) was particularly helpful for underpinning the legacy of industrialisation within the National Heritage Protection Plan. The threat to dockyard landscapes is especially noted as changing technology threatens older buildings which are unsuitable for current use. There are also gaps in our knowledge ‘where threat and change...is anticipated’. (English Heritage, July 2011, p. 11). Some significant twentieth century buildings such as air raid shelters may already have disappeared.

What the *Thematic Research Strategy* does not address is the fact that some buildings have now become a logistical and financial burden to the operational navy, which cannot afford the necessary level of care, resulting in several buildings being designated at risk. Furthermore, the high levels of security required make access difficult. This emphasises the urgency of the decisions the navy must take. Operational uses are being explored for Portsmouth Parade (1/124-1/132), former Naval Academy (1/14-1/19) and Former Ropehouse (1/65), while discussions are taking place about assigning the Block Mills (1/153) and the historic docks around Basin No. 1 to the PNBPT. It is feared, however, that there is no plan to improve the condition of at risk buildings in Devonport South Yard, for which there is no Conservation Area or Conservation Management Plan. This NDS study highlights the threat to South Yard, part of which is owned by Princess Yachts. It was announced in January 2014 that Plymouth City Council and the Heart of the South West Local Enterprise Partnership will begin discussions with the Ministry of Defence over releasing land at South Yard for further marine development of a Marine Industries Production Campus. (MarineLink.com, 2014) As these buildings will then be removed from the stewardship of the Royal Navy and Defence Estates, there is urgent need for a review of their care and future status.

As the *Thematic Research Strategy* highlights (July 2010, p. 19), it is valuable to identify untapped photographic evidence. This NDS study has discovered previously unpublished photographs and books at the Historic England Archive, which is easily available to students for future research to complement other sources. It also suggests that regional research frameworks should be cross-referenced to chronological and national thematic frameworks.

English Heritage’s 2005 Research Agenda (Embree & Stevens, p. 4) defines the themes governing this NDS characterisation study:

- A Discovering, studying and defining historic assets and their significance
- B Studying and establishing the socioeconomic and other values and needs of the historic environment and those concerned with it
- C Engaging and developing diverse audiences
- D Studying and assessing the risks to historic assets and devising responses
- E Studying historic assets and improving their presentation and interpretation
- F Studying and developing information management
- G Studying and devising ways of making English Heritage and the sector more effective.

English Heritage’s *Discovering the Past Shaping the Future Research Strategy 2005–2010* (2005, pp. 7-8) highlighted the Frascati definitions of research (OECD, 2002) to determine its historic environment research interests. Those relevant to the NDS study are

ARTS & HUMANITIES

Social history	Urban and rural history
Building history	Architectural history; history of building technology; Area history
Archaeology	Archaeology; geophysics

SOCIAL SCIENCE

Physical geography	Urban and rural settlement analysis
Planning	Forward planning; conservation planning;
Law	Town planning, archaeological sites and Buildings and areas conservation law
Social studies	Diversity and social inclusion

SCIENCE

Physics	Cathodic protection for conservation
Biology	Horticulture
Earth & environmental	Remote sensing in archaeology; geo-archaeology; Climatology and pollution studies for conservation
Mathematics & Computer science	Statistics for dendrochronology

TECHNOLOGY

Architecture	Design; building surveying; building economics and whole life costing; construction project management
Engineering	Structural, civil, mechanical, electrical, fire and safety engineering; photogrammetry
Building science	Wood science
Conservation	Material science
Information Science	Archives and data management

CROSS-CUTTING RESEARCH

Selections from above	Climate change and Sustainability Sustainable communities Urban and rural regeneration
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English Heritage's *Discovering the Past Shaping the Future* (November 2005, p. 8) identifies the following threats applicable to dockyards:

- climate change and natural erosion
- economic change in urban and rural areas
- labour and skills shortages
- social exclusion

and relevant opportunities for the dockyards:

- widespread popularity of, and media interest in, the historic environment
- national and international interest in the sustainability agenda

- using the conservation of the historic environment as a catalyst for social and economic regeneration and a driver for the tourism industry.

The Maritime and Marine Historic Environment Research Framework (2013) set out to ‘address the maritime and marine historic environment in this country’, but focuses on prehistoric archaeology and vessels up to the sixteenth century, and does not address dockyards, so is not relevant to the NDS study. (Flatman, Appendix 6 High to Post-Medieval Chapter).

The Greater Thames Estuary Historic Environment Research Framework was most relevant for this study, as it addressed the maritime heritage of a coastal site as a ‘conduit’ for ideas and material culture. It defines maritime heritage as

those topics, which are maritime in character; that is, waterborne craft, shipping (transportation of goods/sea trade) and related infrastructure. It should be noted that the maritime heritage is inextricably linked with numerous other topics discussed in this framework, for example intertidal archaeology, post-medieval and modern/industrial and military. (English Heritage, 2010, p. 22)

As in the Thames Estuary, dockyard remains provide ‘local distinctiveness’ and tourism potential (Greater Thames, 2010, p. 29). Most importantly, the update reviewed its framework and specific objectives and identified specific areas of future research (pp. 30-55). It also located the Thames Estuary within other categories such as seaside towns, public buildings, carpentry techniques and designed landscapes (2010, pp. 58-65, 74-5, 84-6). The update identified in particular that:

Large industrial and defence sites could also perhaps be considered to be designed landscapes in that they re-modelled terrains that can be consequently conserved/maintained even when the original use ends, for example as public gardens or tourist attractions. (2010, p. 62)

The NDS team considers that Devonport and Portsmouth Dockyards should be considered as designed landscapes.

The methodology for assessing significance includes analysis of the characterisation process itself, and the military, industrial, material and architectural characteristics of the naval dockyards. Assessment of heritage significance follows English Heritage (April 2008, pp. 8, 35-40) *Conservation Principles*, which establishes a process for assessing heritage significance:

- Understand the fabric and evolution of the place
- Identify who values the place, and why they do so
- Relate identified heritage values to the fabric of the place
- Consider the relative importance of those identified values
- Consider the contribution of associated objects and collections
- Consider the contribution made by setting and context
- Compare the place with other places sharing similar values
- Articulate the significance of the place

English Heritage defines the significance [of a place] as ‘The sum of the cultural and natural heritage values of a place, often set out in a statement of significance’. In order to identify an understanding of its fabric, and how and why it has changed over time, the Report considered:

- who values the place, and why they do so
- how those values relate to its fabric
- their relative importance
- whether associated objects contribute to them

- the contribution made by the setting and context of the place
- how the place compares with others sharing similar values.

(English Heritage, April 2008, pp. 21, 72)

Following the (English Heritage, February 2006, p. 4) sequence of documentary research, investigation, survey and drawings, photography and written account, a literature search was conducted of the major sources covering twentieth century dockyards and navy, architecture, materials and characterisation. An archival search was carried out in the Historic England National Monuments Record, local Historic Environment Records, The National Archives, local studies libraries, archives of county and local societies, within national and local designations, and historic Ordnance Survey maps. The project followed the Institute for Archaeologists' 2012 Standard and Guidance for desk based assessment:

Desk-based assessment will determine, as far as is reasonably possible from existing records, the nature, extent and significance of the historic environment within a specified area. Desk-based assessment will be undertaken using appropriate methods and practices which satisfy the stated aims of the project, and which comply with the Code of conduct, Code of approved practice for the regulation of contractual arrangements in field archaeology, and other relevant by-laws of the IfA. (2012, p. 4)

Desk-based assessment is a programme of study of the historic environment within a specified area or site on land, the inter-tidal zone or underwater that addresses agreed research and/or conservation objectives. It consists of an analysis of existing written, graphic, photographic and electronic information in order to identify the likely heritage assets, their interests and significance and the character of the study area, including appropriate consideration of the settings of heritage assets and, in England, the nature, extent and quality of the known or potential archaeological, historic, architectural and artistic interest. Significance is to be judged in a local, regional, national or international context as appropriate. (IfA, 2012, p. 4)

Within the NDS project the purpose of the desk-based assessment was to gain an understanding of the historic environment resource to formulate (2) 'an assessment of the significance of the known or predicted heritage assets considering, in England, their archaeological, historic, architectural and artistic interests;' (5) 'strategies to conserve the significance of heritage assets, and their settings' and (7) 'proposals for further archaeological investigation within a programme of research, whether undertaken in response to a threat or not.' Such assessment was undertaken 'in connection with the preparation of management plans to conserve the historic environment'. (IfA, 2012, pp. 4-5)

Although the NDS project carried out non-destructive building surveys, it addressed the Institute for Archaeologists' Standard and Guidance for an archaeological field evaluation: 'a limited programme of non-intrusive...fieldwork which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area or site on land, inter-tidal zone or underwater'. The field evaluation would define 'their character, extent, quality and preservation, and enable[s] an assessment of their worth in a local, regional, national or international context as appropriate.' (IfA, 2013, p. 1) The team members followed IfA Principles (p. 3):

1. A member shall adhere to high standards of ethical and responsible behaviour in the conduct of archaeological affairs.
2. A member has a responsibility for the conservation of the historic environment.
3. A member shall conduct his or her work in such a way that reliable information about the past may be acquired, and shall ensure that the results be properly recorded.
4. A member has responsibility for making available the results of archaeological work with reasonable dispatch.
5. A member shall recognise the aspirations of employees, colleagues and helpers with

regard to all matters relating to employment, including career development, health and safety, terms and conditions of employment and equality of opportunity.

The project based its recording activity on needs and priorities, but this was modified as understanding of a subject developed or circumstances changed. The structure and writing aimed to convey the maximum information as economically as possible.

Guided by English Heritage (February 2006, para. 1.5, p. 3), the study adheres to the principles that a record should:

- chart the historical development of the building or site, explaining and illustrating what is significant and providing dates for significant parts or phases of development wherever possible;
- aim to be accurate, clear and concise;
- state the scope and level of the record and its limitations;
- make a clear distinction between observation and interpretation, thereby allowing data to be reinterpreted at a later date;
- wherever practicable take account of the site's context, including its wider archaeology, known and potential, whether in terms of below-ground deposits or of landscape archaeology;
- include an indication of any sources consulted;
- identify its compilers and give the date of creation, and any subsequent amendments should be similarly endorsed;
- seek to embody the benefits of peer review;
- through the report and supporting material be produced in a medium which can be copied easily and which ensures archival stability;
- be made accessible through deposit in a permanent archive and signposting in a recognised internet finding aid.

The **historical background and characterisation in Part 1** is designed to identify functions and establish the main phases, their physical limits and their defining characteristics. Localised twentieth century alterations to a building's fabric, such as the Portsmouth East Sea Store (1/62), West Hemp House (1/63), East Hemp House (1/64), and Former Ropery (1/65) indicate profound changes to the way the buildings have been used. An examination was made of buildings' or structures' external fabric, with particular attention paid to relationships with other buildings, architectural styles, plan elements, decorative schemes, fixtures and fittings, and other details to help to date them or their evolution. Observational notes were taken, supported by photography where security considerations allowed. Wherever possible, all parts of the exterior were examined. In most cases internal access was not possible, with a few exceptions, such as Devonport Quadrangle Factory. No destructive investigative techniques were used. No measured drawings were made, as the project did not allow the time.

The level of recording was decided by the team, who were familiar with the type, form, materials and historical periods of the dockyards concerned. As the recording was publicly funded, the team adopted the most economical path to satisfy the project aim. The kind of record selected was the first category in Table 1 (English Heritage, February 2006, p. 16):

Circumstance	Principal need	Level of record	Form of record
Strategic heritage planning at national, regional or local level; studies of landscapes, common building types, areas and larger settlements; pilot projects.	Information on distribution, variation, significance and survival of large building populations, defined geographically, typologically or chronologically, and an understanding of their evolution, to inform national or local policy initiatives, to underpin heritage-management decisions or as a contribution to academic knowledge.	Generally low-level record. Building-specific information may be highly selective or variable (typically Level 1 or 2, but in some cases 3 or 4).	May make extensive use of external photography, supplemented by written accounts of individual buildings and/or synthetic text providing background or context. Drawn element may be omitted, simplified, limited to maps or restricted to key examples.

In surveying two such large groups of buildings as Devonport and Portsmouth Dockyards it was appropriate to record at varied levels, depending on their intrinsic interest. The team omitted small generic buildings such as substations, on the basis of the design elements which echoed the perceived power relationship of buildings. The contextual value of the individual records was underpinned in **Part 1** by an account, leading up to the twentieth century, of the history and evolution of the royal dockyards as a whole and the two dockyards in particular. Special regard was paid to the sponsor's requirement to make the report a 'one-stop-shop'.

Following English Heritage (February 2006, pp. 12-13) guidance, most buildings are described at Level 1, comprising the exterior only, but containing documentary evidence where it is available (project objectives 2-4).

- Level 1 is a basic visual record, supplemented by the minimum of information needed to identify the building's location, age and type. This contributes to the project aim and objectives 2-4 of gathering basic information about a large number of buildings for historic landscape characterisation. The surveys are generally of exteriors only and the circumstances did not allow for any drawings to be produced. It comprises photographs and a written account.

A partial photographic survey has been made of dock furniture, comprising a visual record and a brief written account, located near the relevant dock or building record. (English Heritage, February 2006, p. 14)

Where possible, copies of earlier drawings interpret the sites' history. Plans and sections show features which are not visible simultaneously and which therefore cannot be shown in a single photograph. They also highlight structural relationships and decorative hierarchies, and clarify industrial processes. High resolution 35mm digital photographs were taken. Where possible, site photography included a general or oblique view of a building to show all external elevations and its wider setting. External structural or decorative details, relevant to the building's design were also photographed. Machinery or other plant such as cranes, capstans and roller fairleads, or evidence for their former existence, were photographed in relation to the docks and basins as evidence of hauling and loading activities. These sometimes bear crane capacities, dates and makers' plates which complement dock construction dates.

8 RISK AND ETHICS ASSESSMENT

On-site evaluation respected the rights and sensitivities of the owners. A risk assessment completed in March 2013 assessed the risk that team members would be unable to gain access to the naval bases and their archives as low. They are extremely grateful that they were given full access to both archives, but access to Devonport naval base was delayed and restricted, which affected the amount

of data gained and the time taken to complete the report. The Devonport visit was limited to three days and no photographs were available.

The risk of any team member becoming incapacitated was also assessed, enabling another team member to take over his/her rôle. Happily there were no such events.

The risk that the MoD would severely censor text relating to the nuclear facilities assessed in Part 2 was deemed to be high. Mitigation would excise material referring to nuclear facilities other than data in the public domain.

Access to Portsmouth Dockyard buildings was facilitated more easily than Devonport as the two researchers lived in the city and could make many short (2-3 hour) visits over about six months (January to July 2013), which allowed photographs to be retaken where light was poor and at different times of day.

- On-site evaluation addressed health and safety issues. Following IfA guidelines (2013, p. 8), a Health and Safety assessment was carried out and documented for the project. All team members undertaking fieldwork site visits followed a Health and Safety policy, observing safe working practices and wearing appropriate footwear and weatherproof clothing. The NDS provided adequate insurance and public liability. The Health and Safety arrangements were agreed by all relevant parties before work commenced: that all parties would follow the directions given by the site owners;
- that a nominated leader would be in overall charge;
- that all parties would have the others' mobile numbers and a pre-arranged meeting place in case of a problem;
- that exits in case of a problem were to be notified;
- that medical problems of which the organisers need to be aware would be notified.

Two team members underwent a nuclear awareness test at Devonport Naval Base on 19 September 2013 before being allowed into the nuclear submarine refuelling facility site.

An ethical assessment was completed by the Project Manager, using the University of Portsmouth online form. Ethics mitigation procedures comprised giving full notification to all third parties of the purposes of the project in making requests for access to archives and sites. Acknowledgement would be made to all those who made significant contributions: practical, intellectual, to the record or its analysis, or who gave permission for copyright items to be reproduced. The following officers kindly made themselves available for meetings:

- Second Sea Lord
- Naval Base Commander Portsmouth
- Captain of Devonport Naval Base
- Strategic Development Manager 1, Portsmouth Naval Base, Defence Infrastructure Organisation
- MoD Partnering Manager (Estates), Devonport
- Babcock International Group Programme Manager, Devonport
- Strategic Asset Management & Historic Estate Conservation Manager, BAE Systems Maritime Services Estates, Portsmouth

Historians have also been consulted and their data and comments have been included with their kind permission.

The study text and photographs would be submitted to the owners for approval. The NDS undertook to respect the requirements of the owners concerning confidentiality, but emphasised that it has a professional obligation to make the results of the investigation available to the wider community within a reasonable time (IfA, 2013, p.12), especially where the study cites previously published data (see NAO, 2002; Smith, August 2002).

9 HOW THE NAVAL DOCKYARDS SOCIETY FULFILLED THE BUSINESS CASE

The Naval Dockyards Society, founded in 1997 and characterised by its Aim and Strapline, was uniquely fitted to fulfil the business case and satisfy the aims and objectives of this project:

Aim

To stimulate the production and exchange of information and research into naval dockyards and associated organisations. The Naval Dockyards Society is an international organisation which is concerned with and publishes material on naval dockyards and associated activities, including victualling, medicine, ordnance, shipbuilding, shipbreaking, coastguard stations, provisions and supplies; all aspects of their construction, history, archaeology, conservation, workforce, surrounding communities and family history; and all aspects of their buildings, structures and monuments relating to naval history. The Society is therefore involved closely in the terrestrial and underwater heritage of all these sites.

Strapline

Exploring the civil branches of navies and their material culture

The NDS has an overt and demonstrable commitment to dockyard research, conservation and interpretation which has informed this project. All its resources are directed towards raising public awareness of naval dockyards through its biannual newsletter *Dockyards*, annual journal *Transactions* and annual conferences and tours. Through responses to planning applications, the NDS is practised in analysing and critiquing formal built environment documentation relating to naval dockyards. Its members possess a range of expertise which has addressed holistically the aim and objectives of this project. An example of the Society's endeavours is their Conference *British Dockyards in the First World War*, held 29 March 2014 at the National Maritime Museum Greenwich. The following papers, some of which have been cited in the report, will add further to our knowledge when they are published:

- Professor Eric Grove: *British Warship Building during the First World War: An Analytical and Comparative Survey*
- Professor Ian Buxton: *Rosyth Dockyard, Battleships and Drydocking*
- Martin Rogers: *Rosyth Dockyard 1903–1925: Its conception, birth, growth and demise*
- Professor Michael Duffy: *William James's 'Record of the work done at Devonport Yard during the war by the Engineering Department'*
- Dr Vaughan Michell: *Evolution of the Dreadnought Battleship based on Naval Construction during the First World War*
- Dr Paul Brown: *Docking the Dreadnoughts: Dockyard Activity in the Dreadnought Era*
- Dr Celia Clark: *'Drilling Hammock Hooks for Sailors': Women working in Portsmouth Dockyard in the First World War.*
- Peter Goodwin MPhil: *British Submarine construction & development during the Great War*

10 STAKEHOLDERS

Historic England (sponsor)
Historic England Designation and National Planning Teams
Ministry of Defence
First Sea Lord
Second Sea Lord
Naval Base Commanders
The Defence Infrastructure Organisation: Historic Building Advisers
Naval Heritage Committee
Naval Dockyard managers
Local Authority Planning Officers
Portsmouth Naval Base Property Trust
Portsmouth Royal Dockyard Historical Trust
Portsmouth Royal Dockyard Historical Trust Support Group
Babcock International Group (Devonport)
BAE Systems (Portsmouth)
Princess Yachts International plc
Private owners of former naval facilities
National Museum of the Royal Navy (sponsor)
National Maritime Museum
Plymouth Naval Base Museum
Historic Environment Records, Museums and Record Offices (Plymouth and Portsmouth)
Institution of Civil Engineers
Royal Institution of Naval Architects
Royal Institution of Chartered Surveyors
Newcomen Society
Twentieth Century Society
Portsmouth Society
Royal Engineers Museum
Museum Curators
Historians/academics
Devonport and Portsmouth communities

11 ARCHIVES

- Admiralty Library Royal Navy, Naval Historical Branch, Portsmouth
- BAE Systems (Portsmouth)
- Hampshire Record Office, Winchester

- Historic England Archives, National Monuments Record Centre, Swindon
- Imperial War Museum
- MoD Admiralty Library Royal Navy, Naval Historical Branch, Portsmouth
- National Museum of the Royal Navy (Devonport) Devonport Collection
- National Museum of the Royal Navy (Portsmouth)
- Plymouth and West Devon Record Office, Plymouth
- Plymouth City Library
- Plymouth City Museum & Art Gallery
- Plymouth Naval Base Museum
- Plymouth Naval Studies Library
- Portsmouth History Centre/Portsmouth Museums and Records Service
- Portsmouth Naval Base Property Trust
- Portsmouth Royal Dockyard Historical Trust
- The National Archives, Kew

12 DOCUMENT AND BUILDING/STRUCTURE RECORD FORMS

Document and Building/Structure Record Forms were designed to streamline data collection in a time-efficient manner to produce material for both the Report and the Archive to a uniform specification. They were completed by the team members while in the archives and sent to the Project Manager to identify material to be included in the final report and form the basis of the archive and database. They were, however, found to be inconvenient in the field, where wet and windy weather made notebooks more practical.

13 ARCHIVE AND DISSEMINATION

Methods of archiving and disseminating the project results were considered by the team in line with the National Heritage Protection Commissions Programme (NHPCP) (2012) Guidance for Applicants, paras 15 and 16.

Archival storage of the collected data has been an important aim of the project. Archaeological models for archival data storage and best practice manuals were followed to establish an Accessible Archive Storage Strategy. The team will ensure that copies of the report are deposited with appropriate national and local bodies. For archiving purposes each element (record sheets, digital images etc.) will be arranged separately on paper and on compact discs or DVDs. The paper and digital archive will be stored as appropriate, at Historic England, Swindon, Portsmouth and Plymouth HERs, Plymouth Central Library, the National Museum of the Royal Navy (Devonport) Devonport Collection and the National Museum of the Royal Navy Portsmouth. Such multiple storage in different locations should ensure continued availability in the long term.

Copies of the report will be sent to owners and occupants as a right. This also recognises their rôle in supporting the project; and is a means of fostering understanding, appreciation and stewardship of the historic environment. Copies will also be sent to the relevant officers of the local planning authority, as a means of aiding their protection of the historic environment, and to the respective Historic Environment Records.

The location of the report and archive will be publicised in OASIS (Online Access to the Index of Archaeological Investigations) by completing to an OASIS form within six months of the completion of the report or earlier. This will allow the wider professional and research communities to identify, via the Excavation Index of the NMR, the local Historic Environment Records and the online catalogue of the Archaeology Data Service, what recording work has been carried out. This should contain sufficient detail to help researchers to find and access the project archive (IfA, 2012, pp. 9-10).

Dissemination of the study results is fundamental to the validity of the project, to provide guidance for relevant professionals and to the wider public. The fact that the report is to be widely disseminated will affect the process of obtaining permission from the owners.

Monographs to publicise the project were discussed by the team in line with NHPCP Guidance for Applicants (2012), para. 14. The team will also make use of internet 'signposting' mechanisms, so that information about the report and its location is widely available, publishing summary accounts in relevant county, regional or national maritime history and archaeological journals as a way of disseminating knowledge and fostering debate, particularly where important discoveries have been made, insights gained or established interpretations challenged. Papers on aspects of the report will also be delivered to relevant research societies and seminars. In exceptional cases the intrinsic interest or celebrity of a building, or the adoption of an innovative approach to understanding it, may justify publication in the form of a monograph. Publication may consist of a brief notice in a roundup of recent work, for instance in county archaeological journals. Thus signposted, the record may materially assist others in the production of works of synthesis.

A combination of approaches will be used:

- Signposting to announce the progress of the project
- Final published report
- Archival database
- Peer-reviewed journal articles or full-scale academic monographs
- Articles in appropriate online journals
- Papers delivered to relevant research societies and seminars
- Case study of how the project was undertaken, highlighting new experiences in methodology and project management

The report is printed on Forest Stewardship Council certified paper. It contains the name and address of the Naval Dockyards Society which has produced the report and the dates of the survey and the report's compilation. Illustrations are titled with subject and, where appropriate, orientation. Where possible a unique identifier allows cross-reference to the original digital file. A contents list and chapter headers are included to guard against the accidental dispersal of parts of the report.

The copyright of the report, and of any images or other material included by permission, is as follows.

- The report and all associated documentation, databases and photographs will be the copyright of English Heritage [Historic England]. Copyright on all reports submitted will reside with English Heritage [Historic England], although a third-party in-perpetuity licence will automatically be given for reproduction of the works by the originator (the NDS), subject to agreement in writing from English Heritage [Historic England].
- The contractor (the Naval Dockyards Society) will ensure that copyright permission is obtained for any images used in the report, and be aware that English Heritage may wish to make the report available on its website. The NDS will also make certain that all material copied from other sources is fully acknowledged and the relevant copyright conditions pertaining to that data will be observed.

- It will be the responsibility of the Naval Dockyards Society to ensure that copyright permission is obtained for use in the Report and possible distribution on the web. (NHPP 4A3 Ports, Harbours, Coastal Settlements: 20th Century Naval Dockyards Devonport and Portsmouth (4A3.203), Project Number 6265, July 2012, p. 7; (IfA, 2013, p. 12)

The NHPCP Guidance for Applicants, Appendix 9 (April 2012, p. 13) defines the Intellectual Property Rights determining this Agreement:

14.1 All Intellectual Property Rights in the materials and records created by the Contractor, its employees, agents and sub-contractors for the Project archive (whether in existence at the date of this Agreement or created in the future), and all other materials created by the Contractor, its employees and sub-contractors in connection with the Work (collectively “the Materials”) shall vest in the Contractor.

14.2 If the Contractor sub-contracts any of the Work in relation to this Agreement[...], or if the Contractor includes in the Work or reproduces in connection with the Work any material the Intellectual Property Rights of which do not belong to the Contractor, the Contractor shall at the Contractor’s own expense obtain from the third party concerned an assignment of such Intellectual Property Rights in its favour and any such materials shall be deemed to be Materials for the purposes of this Clause 14.

14.3 The Contractor grants to English Heritage a non-exclusive, transferable, sub-licensable, perpetual, irrevocable and royalty-free licence to use, copy, reproduce, adapt, modify, enhance, create derivative works and/or commercially exploit the Materials for any purpose required by English Heritage [Historic England].

14 TIMESCALE

The project began in December 2012 and the report and archive were completed in summer 2014. At the time of the report going to press, publications were ongoing.

Project tabulated product/task list

Product Name	No	Aim/ Objectives	Description	Days
Project Design	P0	O1	Project Executive Project Manager * Finance Officer	2.00 6.00 1.00
Survey and analysis secondary literature completed	P1	O1	Conduct desk-top literature analysis	2.00
Chapter 1: C20 Overview drafted	P2	O1	Write first draft text. Circulate text to team. Finalise text.	2.00
C20 documentary archival sources surveyed to inform chronological development	P3	O2	Conduct desk-based survey of archival sources	1.00
C20 Technological development surveyed and analysed	P4	O3	Conduct desk-top secondary source analysis	1.00
C20 Main development phases surveyed and analysed	P5	O3	Write first draft text; circulate text to team; finalise text	4.00
Maps/ building surveys surveyed and analysed	P6	O4	Conduct archival searches; submit Document Record Forms to Project Manager	8.00
Aerial/ground photographs surveyed and analysed	P7	O4	Conduct archival searches; Submit Document Record Forms to Project Manager	6.00

Contemporary/eye witness accounts surveyed and analysed	P8	O4	Conduct archival searches / personal communications; submit Document Record Forms to Project Manager	2.00
Sites surveyed and analysed	P9	O4	Conduct site surveys Devonport/Portsmouth; submit Building/ Structure Record Forms to Project Manager	12.00
Chronological/ topographical development phases revised	P10	O4	Analysis and write first draft text. Circulate text to team. Finalise text and maps/images.	2.00
Case Study News Item completed from Record Forms and Issues Log	P11	Aim	Analysis and write first draft text. Circulate text to team. Finalise text and maps/images.	1.00
Report and database completed	P12	O5	Analysis and write draft conclusions text. Circulate text to team. Finalise text and images.	5.00
Report printed	P13	O5	Take to Printers	*
Risk Log completed	P14	Aim	Compiled from emails	*
Issues Log completed	P15	Aim	Compiled from emails	*
Signposting Record completed	P16	Aim	Compiled from emails	*
Report dissemination strategy via monographs agreed	P17	Aim	Draft monograph strategy. Circulate to team. Finalise strategy with guidance from EH.	1.00
Accessible archive storage strategy agreed and completed	P18	Aim	Draft Strategy. Circulate to team. Finalise strategy with guidance from EH.	*
Contingency	P6-12	O5	Research/writing	4.00
Total				60.00

Note: These projected day allocations proved to be unrealistic, particularly in relation to the time required for surveying and analysing secondary literature, archival and site visits and in writing the report.

15 RESULTS

These are set out as a series of statements in the two substantive Parts 2 and 3 and Part 4 the Conclusions, organised in relation to the objectives and methods, and describing both structural and environmental data recovered. Framework and specific objectives are summarised under topics and specific areas of future research recommended. Technical terminology (including dating or period references) is explained where necessary as the study is aimed at a wide audience. The results are amplified by the use of photographs and supporting research data.

16 CONCLUSIONS AND RECOMMENDATIONS

These sum up and interpret the results and put them into local, national and international context. Further work is the focus.



Certificate of Fast Track Ethics Review

Project Title:	20th Century Naval Dockyards Devonport and Portsmouth Characterisation Study (4A3.203), NHPCP Project Number 6265
Student Number:	595574
Application Date:	25/05/2014 12:28:05

You must download your referral certificate, print a copy and keep it as a record of this review.

You should **submit your certificate to the chair person of your Faculty Ethics Committee for further review.**

The chair person of the Technology Faculty Ethics Committee is John Williams.

It is your responsibility to follow the University Code of Practice on Ethical Standards and any Department/School or professional guidelines in the conduct of your study including relevant guidelines regarding health and safety of researchers including the following:

- University Policy
- Safety on Geological Fieldwork

It is also your responsibility to follow University guidance on Data Protection Policy:

- General guidance for all data protection issues
- University Data Protection Policy

Any changes in the answers to the questions reflecting the design, management or conduct of the research over the course of the project must be notified to the Faculty Ethics Committee. Any subsequent changes that affect the answers given in the questionnaire, not reported to the Faculty Ethics Committee, will invalidate this certificate.

This ethical review should not be used to infer any comment on the academic merits or methodology of the project. If you have not already done so, you are advised to develop a clear protocol/proposal and ensure that it is independently reviewed by peers or others of appropriate standing. A favourable ethical opinion should not be perceived as permission to proceed with the research; there might be other matters of governance which require further consideration.

ProjectTitle:
20th Century Naval Dockyards Devonport and Portsmouth Characterisation Study (4A3.203), NHPCP Project Number 6265

A2-Faculty:
Technology

Certificate Code: E943-0D19-D9F5-9D81-DA44-B9C9-4B4E-998B Page 1 / 3

A3-PrimaryRole:

OtherAcademicStaff

A4-RespondentsName:

Dr Ann Coats

A5-AlreadyExternallyReviewed:

Yes

A6-ExternalReviewReferenceNumber:

Reviewed by English Heritage (4A3.203) NHPCP Project Number 6265

B1-HumanParticipants:

Yes

B4-InvolvesNHSPatients:

No

B5-NoConsentOrDeception:

No

B7-InvolvesUninformedOrDependents:

No

B9-FinancialInducements:

No

C1-DrugsPlacebosOrOtherSubstances:

No

C2-BloodOrTissueSamples:

No

C3-PainOrMildDiscomfort:

No

C4-PsychologicalStressOrAnxiety:

No

C5-ProlongedOrRepetitiveTesting:

No

C6-SafetyRisksBeyondAssessment:

No

D2-PhysicalEcologicalDamage:

No

D4-HistoricalOrCulturalDamage:

No

E1-ContentiousOrIllegal:

No

E2-SociallySensitiveIssues:

No

F1-HarmToAnimal:

No

F2-HarmfulToThirdParties:

No

Certificate Code: E943-0D19-D9F5-9D81-DA44-B9C9-4B4E-998B Page 2 / 3

G1-ConfirmReadEthicsPolicy:
Confirmed

G2-ConfirmReadUKRIOCodeOfPractice:
Confirmed

G3-ConfirmedCorrectInformation:
Confirmed

Supervisor Review

Supervisor signature:


N/A

Date:

Review by FEC Representative

Name of representative: John Williams

Comments:

Representative signature: 

Date: 3/6/14

APPENDIX 2

LIST OF SOURCES FOR MAPS, PLANS, MODELS, AERIAL AND GROUND PHOTOGRAPHS RELATING TO DEVONPORT AND PORTSMOUTH DOCKYARDS

Archives are listed alphabetically; items are listed chronologically or by record number (Babcock), building number, contractor (BAES) and date.

Babcock International Devonport, Ministry of Defence

Babcock International Devonport. Drawing no. AB2/1B (n.d.). Building N007 Submarine Refit Complex.

Babcock International Devonport. Drawing no. AB2/3A (n.d.). Building N007 Submarine Refit Complex.

Babcock International Devonport. Drawing no. AB2/5B (n.d.). Building N007 Submarine Refit Complex.

Babcock International Devonport. Drawing no. AB2/11 (1972). Building N125 ground floor.

Babcock International Devonport. Drawing no. AB2/12 (1972). Building N125 first floor.

Babcock International Devonport. Drawing no. AB2/14D (n.d.). Second floor plan of the NAAFI building, N007, Submarine Refit Complex.

Babcock International Devonport. Drawing no. AB3/12B (1972). Building N093.

Babcock International Devonport. Drawing no. AB3/16B (1972). Building N093.

Babcock International Devonport. Drawing no. AB4B/11 (n.d.). Submarine Refit Complex Building N020, part of central building and southern section.

Babcock International Devonport. Drawing no. AB4B/16 (n.d.). Submarine Refit Complex Building N020, Section through high level plant room.

Babcock International Devonport. Drawing no. AB4B/20 (n.d.). Submarine Refit Complex Building N020, northern section and part of central building.

Babcock International Devonport. Drawing no. AB4B/28B. (n.d.). Submarine Refit Complex Building N017.

Babcock International Devonport. Drawing no. AB5/1A (n.d.). Building N022 Submarine Refit Complex plan.

Babcock International Devonport. Drawing no. AB7/14C (n.d.). Submarine Refit Complex.

Babcock International Devonport. Drawing no. ABG/16E (April 1972). Building N217, part of east elevation, Frigate Complex.

Babcock International Devonport. Drawing no. ABG/17C (April 1972). Building N217, part of west elevation, Frigate Complex.

Babcock International. Drawing no. ABG/20F (April 1972). Building N217, part of section, Frigate Complex.

Babcock International Devonport. Drawing no. AD1/44B (n.d.). Building N019, Periscope Tower.

Babcock International Devonport. Drawing no. AD3/24A (n.d.). Building N005, Submarine Refit Complex.

Babcock International Devonport. Drawing no. AD8/7 (1977). Entrance control complex, Submarine Refit Complex.

Babcock International Devonport. Drawing no. AW3/1J (n.d.). Building N008, Submarine Refit Complex, north elevation.

Babcock International Devonport. Drawing no. AW4/3M (n.d.). Building N016, Submarine Refit Complex, west elevation.

Babcock International Devonport. Drawing no. AW4/3M (n.d.). Building N022, Submarine Refit Complex west elevation.

Babcock International Devonport. Drawing no. M1979/08 (1994). Building N260, Submarine Refit Complex.

Babcock International Devonport. Drawing no. SWP/A/106/80 (n.d.). Submarine Refit Complex Building N018A.

Babcock International Devonport. Drawing No. SWP/A/281/80 (n.d.). Submarine Refit Complex, Building N020A.

Babcock International Devonport. Drawing no. 2916/1A (1972). Building N125, main block cladding.

Babcock International Devonport. Drawing No. 2300/ZG/01 (n.d.). Buildings S056 and S057.

Babcock International Devonport. Drawing no. 2300/ZG/05 (c.1988). East elevation of Building S057.

Babcock International Devonport. Drawing no. 2300/ZG/09 (c.1988). West elevation of Building S056.

Babcock International Devonport. Drawing no. 85007/AD1/1 (n.d.). Building N259.

Babcock International. Drawing no. 85007/AD1/8 (n.d.). Building N259.

Babcock International Devonport. Drawing no. illegible, reference 7137/N/9030 (n.d.). Building N016, Submarine Refit Complex plan.

Babcock International Devonport. D154 Phase 3 Location Plan sheet no. 15 (n.d.). No Babcock drawing number.

Babcock International Devonport (2011). *Site Atlas*

British Aerospace Systems Portsmouth, Ministry of Defence

BAES Portsmouth, MEWW. 23572A Rationalisation Briefs and Drawings Etc.

BAES Portsmouth (1911–12). Elevations, HM Dockyard Portsmouth AE Vote 10, Subhead B, Part 1, Extending Gun Mounting Shop (2/165).

BAES Portsmouth, Denny Highton (Jan 1978). Condition Survey, Main/*Nelson* Gate.

BAES Portsmouth (June 1978). FMBF FB45 Final Sketch Design, Building 1/223.

BAES Portsmouth, PSA (1983). Feasibility Study Semaphore Tower. Gateway to Empire. Buildings 1/40 and 1/50.

BAES Portsmouth, Alan Marshall Consulting Civil and Structural Engineers for PSA (Jan 1984). Structural Survey, Nile.

BAES Portsmouth, MRM Partnership (Nov 1990). Structural Report, Building 3/82.

BAES Portsmouth, Defence Works Service (Nov 1991). Option Study, Annex A, Building 1/100.

BAES Portsmouth, PSA Building Management SE (Dec 1991). Professional Appraisal Semaphore Tower, Building 1/50.

- BAES Portsmouth, Evans Grant (March 1992). Structural Appraisal, Nile.
- BAES Portsmouth, Evans Grant (March 1992). Structural Appraisal, Building 2/26.
- BAES Portsmouth (May 1992). Technical Inspection, Buildings 2/139-2/140.
- BAES Portsmouth, PSA (Property Services Agency) (June 1992). Historical Inspection Report, Rodney.
- BAES Portsmouth (1993). Technical Inspection, Buildings 2/109-2/110.
- BAES Portsmouth, Evans Grant (Feb 1993) Structural Appraisal, Building 1/141.
- BAES Portsmouth, Cecil Denny Highton (July 1993), Plan Extension to 100 Store, CDH REF 91034; Building 3/82.
- BAES Portsmouth, Building Management SE Ltd (Jan 1994). Technical Inspection Report, Building 2/25-2/26.
- BAES Portsmouth, Unicorn (Feb 1994). Technical Inspection Report, Building 2/205.
- BAES Portsmouth, Unicorn (March 1994). Technical Inspection Report, enclosing English Listing Record, Building 2/201.
- BAES Portsmouth, Sawyer Architects plc (1995). Quadrennial Survey Lion Gate. Job No. 3513/5.
- BAES Portsmouth, Unicorn (Jan 1995). Professional Structural Appraisal, Building 2/56.
- BAES Portsmouth, The Conservation Practice (April 1995). Tender Clock Tower, Gymnasium.
- BAES Portsmouth, MSG Study 09/95/01 (13 Dec 1995). Plans and elevations, Building 1/100.
- BAES Portsmouth, Scott Wilson Kirkpatrick (1996). Plan 100 Store Proposed Link, Building 3/82.
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- BAES Portsmouth, Unicorn (Feb 1996). Structural Appraisal, Building 2/112.
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Portsmouth Royal Dockyard Historical Trust

Photograph of Portsmouth Artificers (784A/10/1 image supplied by PMRS).

Photograph of female munitions workers, Electrical Engineers Department, Easter 1916. Inset: Louis J. Steele MIEE Electrical Engineer, Mrs Heaster Chargewoman, W. Brand Esq Assist E.E., H. A. Knott Esq Assist E.E, Mr E. R. Roach Inspector, Miss Nepean Chargewoman. Image 1340A/1/5 supplied by PMRS.

Photograph of women in Portsmouth Dockyard, some wearing triangular 'On War Service' badges or brooches to show they were employed on essential war work. Image 1340A/1/6 supplied by PMRS.

Photograph of the north elevation of the Main (now Victory) Gate in 1895, showing its original width.

Pre-1985 photograph of the Main Gate, Cellblock (1883, 1/2), Search Rooms (1/2B and 1/2C), Clocking Station (1949, 1/2D) and Romney Hut Boathouse (1948, 1/5).

Photograph of Portsmouth Muster Bell (1791), mounted inside the Main Gate until 1922.

Photograph of the Muster Bell Plaque.

Photograph of College Road, 1980s.

Photograph of College Road, late 1990s, after the nineteenth and twentieth century buildings have been demolished, to reveal the Dockyard Wall.

Pre-1985 photograph of Boathouse No. 6.

Semaphore Tower and Rigging House fire 1913, saluting party. Image 1499A/3 supplied by PMRS.
'Two low buildings with steam coming out of pipes, railway line in front, dock in right foreground.'
(c.1920). Image 404A/6/17 supplied by PMRS.

S. Cribb's late nineteenth century photograph of workers leaving the original Marlborough Gate.
Courtesy of Portsmouth Royal Dockyard Historical Trust.

The National Archives of England and Wales, Kew

TNA (1 January 1700–31 May 1700). ADM 1/3588. Draught of the King's and Thomas Seymour's Lands. Letters from the Navy Board.

TNA (August 1940). ADM 1/10949. Air raids on Portsmouth: reports of damage. Admiral Superintendent (for Civil Engineer in Chief through Commander in Chief) to Admiralty, Detailed Report Air Raid Damage Portsmouth 12, 24 August 1940, 03708/40.

TNA (Nov 1941). ADM 1/11613. Reconstitution of accounts at Portsmouth and Devonport after expense accounts offices and machinery were destroyed in air raids.

TNA (1 January 1942–31 December 1944). ADM 1/17810. Naval Stations: Post war reconstruction and development of Devonport and Plymouth: proposals and plans.

TNA (01 January 1953–31 December 1954). ADM 1/25394. Devonport dockyard: meeting between representatives of Admiralty War Office and Plymouth.

TNA (01 January 1954–31 December 1957). ADM 1/26498. HM Dockyard Devonport: plans for development and modernisation.

TNA (1952–64). ADM 1/26499. HM Dockyard Portsmouth, plans/reports by Committee on Modernisation and Improvements.

TNA (1963–74). ADM 1/28540. Redevelopment of RN Barracks, Portsmouth (HMS Victory). Minutes of Meetings and enclosures.

TNA (1805–1900). ADM 49/181. Lists of dockyard workers.

TNA (29 June 1711). ADM 106/667. Navy Board In-letters, P. Portsmouth Officers to the Navy Board.

TNA (1774). ADM 106/3568. A Supplement to the Book in His Majestys Possession which containeth a Survey of all His Majestys Dockyards with the Buildings &c therein taken in 1698, 1774.

TNA (1890–3). ADM 116/324. Estimates for Vessels built under the Naval Defence Act of 1889.

TNA (23.2.1702[3]). ADM 174/320. Miscellaneous letters relating to the Chapel, 1699–1783, Prince George of Denmark, Lord High Admiral, granted permission for the Dockyard Chapel to be built.

TNA (1916–1924). ADM 179/69, fo. 593 Portsmouth Dockyard Records, Correspondence.

TNA (1857–1915). ADM 195/79. 100 photographs depicting: Construction works at Portsmouth dockyard: views of features of dockyard.

TNA (28 June 1899). ADM 196/130/232. Gurnell, Thompson. Retrieved from <http://discovery.nationalarchives.gov.uk/details/r/D7617491>.

TNA (01 April 1964–31 July 1965). ADM 329/7. Refitting of nuclear submarines: use of Portsmouth or Devonport Dockyards, with maps.

TNA (1974). CM 1/157. PSA: Internal Reports and Handbooks. The Environment: HM Naval Base Portsmouth.

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TNA (16 May 1950–27 May 1965). CM 18/3. PSA and predecessors: South East Region; Ministry

of Public Building and Works, Portsmouth Navy Works: papers regarding Buildings of Special Architectural of Historic Interest and Objects of Archaeological Interest.

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TNA (01 January 1974–31 December 1974). CM 20/48. PSA: Devonport: DoE Directorate of Defence Works naval base development; feasibility study on proposed development of the North Arm of the dockyard.

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TNA (01 January 1976–31 December 1976). CM 20/55. PSA: Devonport: Publication and Research Studies. External Planning Guide by Joint PSA and MOD Planning Team: a study of spaces around and between buildings.

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TNA (01 January 1978–31 December 1978). CM 20/57. PSA: Devonport: Publication and Research Studies. Master Development Plan: future development; vol. 2.

TNA (01 January 1979–31 December 1979). CM 20/59. PSA: Devonport: Publication and Research Studies. Submarine refit complex.

TNA (01 January 1973–31 December 1974). CM 20/61. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no. 1.

TNA (01 January 1975–31 December 1975). CM 20/62. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no. 2.

TNA (01 January 1976–31 December 1976). CM 20/63. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no. 3.

TNA (01 January 1976–31 December 1977). CM 20/64. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no. 4.

TNA (01 January 1977–31 December 1978). CM 20/65. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no 5.

TNA (01 January 1978–31 December 1978). CM 20/66. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book No 6.

TNA (01 January 1978–31 December 1979). CM 20/67. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no. 7.

TNA (01 January 1979–31 December 1979). CM 20/68. PSA: Devonport: Works Projects. Photograph albums. Nuclear Submarine Refit Complex book no. 8.

TNA (01 January 1972–31 December 1973). CM 20/69. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no. 2.

TNA (01 January 1973–31 December 1973). CM 20/70. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no. 3.

TNA (01 January 1973–31 December 1974). CM 20/71. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no. 4.

TNA (01 January 1974–31 December 1974). CM 20/72. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no. 5.

TNA (01 January 1974–31 December 1975). CM 20/73. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no. 6.

- TNA (01 January 1975–31 December 1975). CM 20/74. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no 7.
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- TNA (01 January 1975–31 December 1976). CM 20/76. PSA: Devonport: Works Projects. Photograph albums. Frigate Complex book no. 9.
- TNA (01 January 1973–31 December 1974). CM 20/77. PSA: Devonport: Works Projects. Photograph albums. Fleet Maintenance Base Devonport: Foundations book no. 1.
- TNA (1975). CM 20/78. PSA: Devonport: Works Projects. Photograph albums. Fleet Maintenance Base Devonport: Foundations book no. 2.
- TNA (1976). CM 20/80. PSA: Devonport: Works Projects. Photograph albums. Fleet Maintenance Base Devonport: book no. 4.
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- TNA (01 January 1974–31 December 1979). CM 20/83. PSA: Devonport: Works Projects. Photograph albums. Weston Mill Lake: land reclamation evidence of progress; book no 2.
- TNA (14 November 1972–31 December 1975). CM 20/84. PSA: Devonport: Works Projects. Photograph albums. Weston Mill Lake: land reclamation evidence of progress; book No 3.
- TNA (01 January 1971–31 December 1972). CM 20/91. PSA: Devonport: Works Projects. Photograph albums. Frigate complex: evidence of progress.
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- TNA (1667). MPE 513. Sir Jonas Moore, Map of Portsmouth Dockyard.
- TNA (1871). RG 10/1165. Census: Ryde IoW.
- TNA (1881) RG 11/1178. Census: Ryde IoW.
- TNA (1891). RG 12/890. Census: Ryde IoW.
- TNA (1901). RG 13/976. Census: Farlington Hampshire.
- TNA (1911). RG 14. Census: Havant Hampshire.
- TNA (22.1.1699[1700]). SP 44/204, fos 255-6. Records assembled by the State Paper Office, including papers of the Secretaries of State up to 1782, 1689–1706.
- TNA (25 February 1672/3). SP 29/341, fos 218, 218v. Sir Anthony Deane, Portsmouth Commissioner 1672–75, Sketch of a new watering place and a new pipe.
- TNA (1969–1971). WORK 14/3075. Ministry of Public Buildings and Works and successors: Ancient Monuments and Historic Buildings: Registered Files. Portsmouth Dockyard: maps, Buildings List.
- TNA (February 1981). WORK 14/3301. Office of Works and successors; Ancient Monuments Board for England: Panel on Historic Naval Bases; Preservation of Chatham and Portsmouth Dockyards and Devonport.
- TNA (1939) WORK 41/263. HM Naval Dockyard, Portsmouth: Floating dock. Plan of berth for Southampton Dock. Scale: 1:500.

- TNA (1910). WORK 41/310. H M Naval Dockyard, Portsmouth: Miscellaneous. Sketch plan of naval establishments, showing Portsea, Gosport, Haslar and Bedenham. Drawing no. B4. Scale not shown. Director of Works, Admiralty.
- TNA (1936). WORK 41/311. H M Naval Dockyard, Portsmouth: Miscellaneous. Dredging progress chart, 1935–1938: section showing depths and hatching of work executed during 1935–1936.
- TNA (1942). WORK 41/312. H M Naval Dockyard, Portsmouth: Miscellaneous. Plan of dockyard in 1850 showing construction dates of buildings, basins etc, with principal later buildings shown by dotted lines. Scale: 1:2,500. Compiled in 1906 ‘from old plans in the office’.
- TNA (c.1760–1942). WORK 41/313. Records of the successive Works departments, and the Ancient Monuments Boards and Inspectorate. H M Naval Dockyard, Portsmouth: Miscellaneous. Portsmouth yard and Royal Navy barracks, showing surviving works of 1850 or earlier and later works of architectural interest. Scale: 1:1,666. Annotated by R. S. Horne, 1964.
- TNA (1942). WORK 41/314. H M Naval Dockyard, Portsmouth: Miscellaneous. Portsmouth yard and Royal Navy barracks, showing passive defence measures, including bombs dropped and buildings damaged, 1940–43. Scale: 1:1,666.
- TNA (1951–1954). WORK 41/315. H M Naval Dockyard, Portsmouth: Miscellaneous. Plan of dockyard showing programme of work on railways. Annotated with reference notes. Scale: 1:1,666. Superintendent Civil Engineer’s Department. Drawing no. 486/51, drawn by F. T. Haisman.
- TNA (1864). WORK 41/316. H M Naval Dockyard, Portsmouth: Boundary wall. Elevation showing proposed reconstruction of Unicorn Gate and additions to wall. Drawing No. 101. Scale: 1 inch to 8 feet. Superintendent Civil Engineer’s Department. With additions to wall in red ink.
- TNA (1866). WORK 41/317. H M Naval Dockyard, Portsmouth: Boundary wall. Existing and proposed elevations of Unicorn Gate. Scale: 1 inch to 8 feet. Signed by John Murray.
- TNA (1866). WORK 41/318. H M Naval Dockyard, Portsmouth: Boundary wall. Elevation and plans of boundary wall at central tower near gasworks. Scale: 1 inch to 4 feet. Superintendent Civil Engineer’s Department.
- TNA (1868). WORK 41/319. H M Naval Dockyard, Portsmouth: Boundary wall. Internal and external elevations of round tower at north-east angle of boundary wall. Drawing no. W72. Scale: 1 inch to 16 feet. Superintendent Civil Engineer’s Department.
- TNA (1868). WORK 41/320. H M Naval Dockyard, Portsmouth: Boundary wall. Plans and sections of round tower at north-east angle of extension works. Scale: 1 inch to 8 feet. Superintendent Civil Engineer’s Department; drawing no. W80. Signed by John Murray.
- TNA (1868). WORK 41/321. H M Naval Dockyard, Portsmouth: Boundary wall. Plans and sections of tower at north-east angle of boundary wall near gas works. Drawing no. W81. Scale: 1 inch to 8 feet. Director of Works, Admiralty.
- TNA (1868). WORK 41/322. H M Naval Dockyard, Portsmouth: Boundary wall. Ground plan and general elevation of Unicorn gate and extension to boundary wall. Drawing no. W100. Scale: 1 inch to 2 feet. SCE Department.
- TNA (1869). WORK 41/323. H M Naval Dockyard, Portsmouth: Boundary wall. Plan no. 11 showing numbers and position of piles used in the foundations of the round tower and retaining wall near gasworks. Drawing no. W76. Scale: 1 inch to 10 feet. Superintendent Civil Engineer’s Department.
- TNA (c.1869–79). WORK 41/324. H M Naval Dockyard, Portsmouth: Boundary wall. Unicorn gate: plan, sections and front and rear elevations of small entrance gates. Scale: 1 inch to 1 foot.
- TNA (1878). WORK 41/325. H M Naval Dockyard, Portsmouth: Boundary wall. Unicorn gate: elevations of proposed grille and doors to main, side, and railway gates. Scale: 1 inch to 2 feet and 1 inch to 1 foot. SCE Department.

TNA (1882) WORK 41/326. H M Naval Dockyard, Portsmouth: Boundary wall. Elevation and sections of new railway gate at Unicorn entrance. Scale: 1 inch to 2 feet. SCE Department.

TNA (1891). WORK 41/327. H M Naval Dockyard, Portsmouth: Boundary wall. Plans, section and elevations of key closets at Main, Marlborough and Unicorn Gates with section through front and zinc label detail. Scale: 1 inch to 1 foot and full size.

TNA (1900). WORK 41/328. H M Naval Dockyard, Portsmouth: Boundary wall. Front and rear elevations of Lion Gate with numbered stones for demolition and outline plan and end elevations. Scale not shown.

TNA (1921). WORK 41/556. H M Naval Dockyard, Portsmouth: Royal Naval (formerly Anglesey) Barracks. Warrant officers' mess: plans and details of steelwork, reinforced floors and roofs, mess room fireplace and doors. Scale: 1 inch to 16 feet, 1 inch to 4 feet, 1 inch to 2 feet, 3 inches to 2 feet and 1:2. By Superintendent Civil Engineer's Department.

TNA (01 January 1951–31 December 1951). WORK 69/19. HM Dockyard Devonport: aerial photographs.

TNA (1915–1986). The Cabinet Papers Retrieved from <http://www.nationalarchives.gov.uk/cabinetpapers/themes/10-year-rule-disarmament.htm>

UK Public Spending

UK Total government debt in the twentieth century (UK Public Spending, 27 Aug 2013). Retrieved from http://www.ukpublicspending.co.uk/uk_national_debt_chart.html

Wilkinson Eyre Architects

Wilkinson Eyre Architects (2012). *Mary Rose - Wilkinson Eyre Architects. Museum to permanently house the hull of the Mary Rose within a historic dry dock*. London: Wilkinson Eyre Architects. Retrieved from <http://www.wilkinsoneyre.com/projects/mary-rose-museum.aspx?category=cultural>

APPENDIX 3

DEVONPORT DOCKYARD DESIGNATIONS

Entries were retrieved from the English Heritage National Heritage List for England, with maps and selected common form wording removed. These buildings are listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for their special architectural or historic interest. Entries for individual buildings may be accessed at:

<https://historicengland.org.uk/listing/the-list/>

Entries are listed in numerical order, beginning with Scheduled Monuments, followed by Listed Structures within South Yard, Morice Yard, North (Keyham) Yard and HMS Drake.

Further entries are included from

English Heritage (2013), *South West Heritage at Risk Register*. Swindon: English Heritage (p. 182). (HAR) Retrieved from <http://www.english-heritage.org.uk/publications/har-2013-registers/sw-HAR-register-2013.pdf>

Plymouth Buildings at Risk Register (2005) (BAR). Retrieved from <http://www.plymouth.gov.uk/homepage/creativityandculture/heritageandhistory/historicenvironment/buildingsatrisk.htm>

Plymouth Buildings at Risk Register (2013) Retrieved from <http://www.plymouth.gov.uk/text/buildingsatriskregister>

Plymouth City Council has no Local List of buildings.

There is no Plymouth Conservation Area covering the Naval Base. Devonport Conservation Area is to the east, Stonehouse Peninsula is to the west and Millfields Conservation Area is to the northwest of the Naval Base.

Extracts are included from further relevant Plymouth documents:

Plymouth City Council (2005). *The Strategic Environmental Assessment / Sustainability Appraisal of Preferred Options for Devonport Area Action Plan, Volume 2*. Bristol: Land Use Consultants and TRL. Retrieved from http://www.plymouth.gov.uk/devonport_preferred_options_sea_report_read_only.pdf

Plymouth City Council (July 2006). *Plymouth Characterisation Study & Management Proposals*. Plymouth: Planning and Regeneration Service, Department of Development, Plymouth City Council. Retrieved from http://www.plymouth.gov.uk/text/dv12a_devonport_characterisation_study_-_optimised.pdf

Plymouth City Council (adopted 2007). *Devonport Area Action Plan 2006–2021*. Plymouth: Plymouth City Council Department of Development. Retrieved from http://www.plymouth.gov.uk/devonport_chapters_1_to_4.pdf

Entries appearing on multiple lists are cross-referenced: scheduled and listed entries, HAR, PCC BAR.

3.1 LISTED AND SCHEDULED BUILDINGS

The West Ropery (site of), South Yard, Devonport Dockyard

List Entry Number: 1002573

This entry is a copy, the original is held by the Department for Culture, Media and Sport.

Grade: Scheduled Monument

This record has been generated from an “old county number” (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first scheduled:

Legacy System: RSM - OCN UID: PY 654

Reasons for Designation

This record has been generated from an “old county number” (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.

National Grid Reference: SX 45176 54196

Slip No 1 (The Covered Slip), South Yard, Devonport Dockyard

List Entry Number: 1002574 (see listing 1388431)

Grade: Scheduled Monument

This record has been generated from an “old county number” (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first scheduled:

Legacy System: RSM - OCN UID: PY 660

Reasons for Designation

This record has been generated from an “old county number” (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.

National Grid Reference: SX 45157 53983

The Scribe Board, South Yard, Devonport Dockyard

List Entry Number: 1002575 (see listing 1388417)

This entry is a copy, the original is held by the Department for Culture, Media and Sport.

Grade: Scheduled Monument

This record has been generated from an “old county number” (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first scheduled:

Legacy System: RSM - OCN UID: PY 664

Reasons for Designation

This record has been generated from an “old county number” (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their

modernised counterparts available. Please contact us if you would like further information.

National Grid Reference: SX 44864 54131

No 1 Basin and No 1 Dock, South Yard, Devonport Dockyard

List Entry Number: 1002642 (see listing 1388409)

This entry is a copy, the original is held by the Department for Culture, Media and Sport.

Grade: Scheduled Monument

This record has been generated from an “old county number” (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first scheduled:

Legacy System: RSM - OCN UID: PY 945

Reasons for Designation

This record has been generated from an “old county number” (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.

National Grid Reference: SX 44804 54422

WHITE YARN HOUSE (S 135), SOUTH YARD

List Entry Number: 1378503

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476453

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/98/224 White Yarn House (S 135)

GV II*

White yarn house. 1763. Limestone rubble and dressings with slate roof. Rectangular open plan. 2 storeys; 3-window range. Rusticated quoins, plat band, flat cornice and parapet, coped end gables, with flat, eared surrounds to openings. The E side has a central doorway and metal door, and tall N window, blind ground-floor and three first-floor openings under the plat band; the S side has two small openings between the first-floor windows. INTERIOR: contains a king post roof. HISTORY: yarn from the Spinning House (qv) was stored here and then passed to the Tarring House (qv), where it was coated with tar. With the Tarring and Wheel House and Tarred Yarn House (qv), this is part of the most complete surviving yarn and tarring complex in a Naval rope yard, and an early development of process flow techniques. (Sources: Coad J: Historic Architecture of the Royal Navy: London: 1983: 71; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 199-203).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 71
2. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 199-203

National Grid Reference: SX 45185 54296

TARRED YARN STORE (S 138), SOUTH YARD

List Entry Number: 1378504

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476454

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/229 Tarred Yarn Store (S 138)
GV II*

Tarred yarn store. Dated 1769 on hoppers. Limestone rubble and dressings with slate roof. Rectangular open plan. EXTERIOR: 2 storeys and basement; 5-window range. Plinth, plat band and flat cornice and parapet, with eared flat surrounds to the openings, central doorway and blind first-floor windows. S gable has a raised stepped top with square plinths to ball finials at the sides and top, an inserted vehicle entrance and 3 blind oculi. W side has 3 small blind openings between the ground-floor windows; E side has two good dated hoppers inscribed GR. INTERIOR: contains a king post roof supporting a raised walkway with the rope-winding horizontal capstans that distributed the yarn through the store. HISTORY: yarn that had been tarred was wound on to bobbins and stored here before being taken to the West Ropehouse (demolished) for laying. With the White Yarn House and Tarring and Wheel Houses (qv) part of the most complete of such tarring and yarn store complexes in a Naval dockyard. (Sources: *The Buildings of England: Pevsner N: Devon: London: 1989: 652*; Coad, J: *Historic Architecture of the Royal Navy: London: 1983: 71- 79*; Coad, J: *The Royal Dockyards 1690–1850: Aldershot: 1989: 199-203*).

Selected Sources

1. Book Reference - *Author: Coad, J - Title: Historic Architecture of the Royal Navy - Date: 1983 - Page References: 71-79*
2. Book Reference - *Author: Pevsner, Nikolaus - Title: Devon North - Date: 1952 - Journal Title: The Buildings of England - Page References: 652*
3. Book Reference - *Author: Coad, JG - Title: The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - Date: 1989 - Page References: 199-203*

National Grid Reference: SX 45217 54200

TARRING AND WHEEL HOUSE (S 136) AND TARRED YARN HOUSE (S 137), SOUTH YARD

List Entry Number: 1378505

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476455

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/230 Tarring and Wheel House (S 136) and Tarred Yarn House (S 137)
GV II*

Tarring and wheel house and tarred yarn house. 1763. Limestone rubble and dressings with a slate roof. Rectangular open plan. EXTERIOR: 2 storeys and basement; 5:1:2-bay range. Rusticated quoins, plat band and flat cornice to a parapet, with flat, eared surrounds to openings. N Tarring House has 2 steep gables, 3 ground-floor casements and a wider doorway between the N pair with double iron doors, and 2 first-floor windows. The S Tarred Yarn House is wider with matching details, an altered central doorway with C20 door, and two good dated hoppers inscribed GR. W side has similar details. Connecting the two with straight joints each side is a slightly later (not in 1774 model in National Maritime Museum), full-height archway with rusticated voussoirs and

brick inner soffit, cornice and parapet. INTERIOR: Tarring House divided into 3 by diaphragm arches to brick vaults with iron doors, for fire proof construction; it contains a 1793 executioner's trap door and stone slab in the basement beneath. HISTORY: yarn was drawn from the White Yarn store (qv) by capstans in the Wheel House through the Tarring House, before being passed to the Tarred Yarn Store (qv) where it was hung to dry. From there it went to the West Ropehouse (destroyed) for laying. This is an unusually early instance of process flow planning. With the White Yarn Store, and Tarred Yarn Store (qv), part of the most complete tarring and yarn store complex in a Naval dockyard. (Sources: Coad J: Historic Architecture of the Royal Navy: London: 1983: 71; The Buildings of England: Pevsner N: Devon: London: 1989: 652; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 199-203).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 71
2. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 652
3. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 199-203

National Grid Reference: SX 45205 54238

FORMER FIRE STATION (SO 32), SOUTH YARD

List Entry Number: 1378506

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476456

Reasons for Designation

SX 4454 NE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/95/204 Former Fire Station (SO 32)

GV II

Fire station, now canteen and offices. 1851. Squared limestone rubble with granite plinth and cills, limestone dressings, ridge stacks and slate roof. 3 parallel rectangular blocks, the outer ones set forward. EXTERIOR: 2-storey; 3-bay central block and single storey; 3-bay outer blocks. Tooled plinth and sills, plat band to the central block, moulded stone sills with blocking course and coped pediments to each block; rusticated quoins and door surrounds. Central block has segmental-arched outer doorways, the central section altered and rendered mid C20, first-floor rusticated tripartite window, and oculus in the pediment; left-hand block has an altered carriage opening, right-hand block has a central rusticated segmental-arched window part blocked and outer flat-headed windows. N side has eared plat surrounds to 6/6-pane sashes. Plainer rear elevation has segmental-arched ground-floor openings. Hoppers inscribed VR. INTERIOR: altered mid C20, lacks features of special interest. HISTORY: formerly contained stables in the central block and fire engines in the left-hand one. Part of the mid C19 expansion of the South Yard, fire engine houses were an important feature of the naval dockyards.

National Grid Reference: SX 44941 54598

HEAVY LIFTING STORE (SO 33), SOUTH YARD

List Entry Number: 1378507

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476457

Reasons for Designation

SX 4454 NE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/95/205 Heavy Lifting Store (SO 33)
GV II

Workshop, now store. c1840. Coursed Dunstone rubble with ground-floor granite and first-floor granite and limestone dressings; gabled corrugated iron roof. Rectangular plan. EXTERIOR: 2 storey; 2-window front and 6-window sides. Double-gabled front has a slightly battered ground-floor, with first-floor keyed flat arches to wide panelled and plank hoist doors, above tall keyed segmental brick arched doorways with C20 double doors. A rounded granite corbel below the right-hand upper opening. 5-window returns have segmental brick arches over horned 8/8-pane (left) and horned 3/3-pane (right) sashes with segmental-arched blocked lunettes over plat bands. Brick segmental arch over plank double doors to rear of left return. INTERIOR: noted as having heavy timber posts and beams and timber roof. HISTORY: first shown on a map of the yard in 1849 and marked house carpenter's shop. The first floor is possibly later. A complete example of a small dockyard building containing interesting structural details, possibly related to its function. (Source: Williams Captain M., RE: Map of Devonport Dockyard: 1849: ADM 140/170).

National Grid Reference: SX 44907 54597

TERRACE WALLS AND ASSOCIATED STEPS AND RAILINGS, SOUTH YARD

List Entry Number: 1378508

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476458

Reasons for Designation

SX 4454 NE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/95/231 Terrace Walls and associated steps and railings
GV II

Terrace retaining walls, and associated railings and steps. 1760s, N section cut back and rebuilt mid C19. Roughly coursed local limestone with granite ashlar coping. Retaining walls to W side of ramp leading up to the Officers' Terrace (qv). Wall extends approx. 180m, and has a central flight of steps in 3 sections and another at the N end; returns to the E then extends 120m to N; C18 section has iron railings with column newels and semi-circular arched arcading. HISTORY: These walls were built beneath the Officer's Terrace (qv) to retain a ramp which was part of the expansion and rebuilding of the dockyards from the 1760s. The wall was cut back for the extension of the Old (North) Smithery (qv). These walls form an important part of the landscape of the Yard, reflecting its original topography, as part of the oldest part of Devonport dockyard.

(Source: Williams Captain M: Map of Devonport Dockyard: 1849: ADM 140/170).

Selected Sources

1. Map Reference - *Author:* Captain M Williams - *Title:* Map of Devonport Dockyard - *Date:* 1849

National Grid Reference: SX 44911 54556

WALLS AND RAILINGS AROUND RESERVOIR, SOUTH YARD

List Entry Number: 1378510

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476460

Reasons for Designation

SX 4554 NW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/96/216 Walls and railings around reservoir
GV II

Walls and railings surrounding reservoir. Dated 1843. Granite ashlar and cast-iron. Triangular reservoir lined with granite and railings with urn finials. HISTORY: first built to supplement the C18 old reservoir, to the N, and connected to the fire hydrant system. Contained 1860 tons of fresh water. Fire prevention was a continuing concern of the Yard offices, and this is included as an essential part of the working of the dockyard.

National Grid Reference: SX 45023 54579

PERIMETER WALL ENCLOSING NORTH CORNER OF SOUTH YARD, SOUTH YARD

List Entry Number: 1378511

GV Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476461

Reasons for Designation

SX 4554 NW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/96/886 Perimeter wall enclosing N corner of South Yard
Perimeter wall. Late C18. Limestone rubble. Tall wall with interval buttress pilasters extends approx. 200m NE from the entrance to Morice Yard, returning for approx. 110m to the SE and broken by the former entrance to the yard which has wickets in ashlar sections with arched heads. Formed the perimeter wall of the yard when it was extended in the late C18, and an important component in the security of the dockyard. Included as marking the extent of the late C18 dockyard.

National Grid Reference: SX 45057 54628

ROSE COTTAGE, SOUTH YARD

List Entry Number: 1378512

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476462

Reasons for Designation

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/97/201 Rose Cottage (S 155)

GV II

Overseers' office. 1850-60. Snecked limestone ashlar; hipped slate roof with ashlar ridge stack. 2-room plan, each with separate entry. One storey. 2-window N front has segmental arches over two horned 3/3-pane sashes flanked by round-arched doorways each end with flush panelled doors with plain fanlights. Similar window to E end and similar sashes to canted bay window with cornice to W end. Rear 3-window range, the middle one blind. INTERIOR: altered c1985, has back-to-back central fireplaces, with late C20 Classical style fireplace with iron grate and decorative tile surround in room on right. The large bay betrays its function for supervision of the Yard - quite a rare example, and included as part of an outstanding group of naval manufacturing buildings.

National Grid Reference: SX 44984 54153

COMPOSITE SHIPBUILDING SHED (S 151), SOUTH YARD

List Entry Number: 1378513

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476463

Reasons for Designation

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/97/206 Composite Shipbuilding Shed (S 151)

GV II

Shipbuilding shed, now store. 1879–81, N gable rebuilt c1990. Cast-iron frame with timber and corrugated iron panelling and sheet roof. Rectangular plan with E aisle. EXTERIOR: 2 storeys externally; 24 bays by 3 bays wide. Gable ends with low E aisle under a raking roof, divided by H-section iron columns with ground-floor concrete blocks, corrugated iron panels, upper level has continuous glazing, each bay with three 9/3-pane casements. Aisle has cast-iron columns with thin moulded tops, concrete block infill, with a central gabled entrance of iron pilasters, double C20 doors, glazed pediment, and moulded timber barge boards. INTERIOR: has H-section iron columns both sides to queen post timber trusses with pierced cast-iron curved spandrel braces. The aisle roof has trussed purlins and curved cast-iron struts. Brick floor has rail lines through the centre. HISTORY: originally clad on the ground-floor in vertical boarding with slate roof. Plymouth was not involved in the initial phase of metal warship building, and only composite ships were built in the yard until the end of the century. These had a metal frame but timber hulls, in order to withstand prolonged service in the warm Tropical waters, in which iron hulled vessels without corrosion or fouling protection required constant maintenance. This specialist shed, in its lightweight construction more like civilian shipbuilding yards, represents a significant period in the development of shipbuilding, and of the navy's Empire commitments. (Source: Le Page A: Report GHK Partnership: 1992: 39).

National Grid Reference: SX 44934 54166

MAIN DOCK PUMPHOUSE (S 87 AND S 89), SOUTH YARD

List Entry Number: 1378514

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476464

Reasons for Designation

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/97/214 Main Dock Pumphouse (S 87 and S 89)

GV II

Hydraulic pumping station. Dated 1851, possibly by William Scamp, R. E. limestone ashlar in alternate thick and thin courses with granite dressings and leaded roof. Engine house with square accumulator tower at S end. EXTERIOR: single storey; windowless engine house, 2-storey; 2-bay tower. Engine house has a cornice, blocking course and pedimented N gable with a louvred oculus and ball finials with a central square section. The windowless E side has a right-hand doorway with raised surround and C20 door, gable has a right-hand recessed bay with corbel table and small-paned cross windows, the rest of the gable has an inserted mid C20 steel lintel with 4 ground- and first-floor casements. The tower has a corbelled cornice, an attic storey with moulded eaves coping and sunken panels with 4 oculi in each and a ball finial; tall recessed bays as that in the gable with cross windows, and ashlar panels between the storeys with VR in the S side and 1851 in the N side. In the NW corner is a truncated square chimney. INTERIOR: all machinery removed; contains a metal-framed roof. HISTORY: in the same style as many of the North Yard buildings including the Quadrangle (qv), it powered hydraulic cranes, capstans and dock lock gates. Hydraulic power was being introduced into docks from the 1850s, and this is one of the earliest surviving examples of a pumping station of this type in any dockyard.

National Grid Reference: SX 44885 54485

SWING BRIDGE, SOUTH YARD**List Entry Number: 1378515****Grade: II****Date first listed: 13-Aug-1999****Reasons for Designation**

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/97/228 Swing Bridge

GV II

Swing bridge. Dated 1838. Cast-iron and granite. Two equal halves of 4 cross-braced ribs spanned by a timber walkway forming a segmental arch; the outer ribs have a dated key, with "HORSLEY IRONWORKS/NEAR BIRMINGHAM" cast on the sides. Abutments projecting each side with banded rustication support each bridge on bearings, with a cogged wheel, manually turned by handles. HISTORY: a very similar design to the c1835 swing bridge in the Royal William Victualling Yard (qv). Part of a good group of C18 and C19 naval dock buildings.

National Grid Reference: SX 44823 54236**RETAINING WALL TO EAST SIDE OF RAMP LEADING TO OFFICERS TERRACE, SOUTH YARD****List Entry Number: 1378516****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476466****Reasons for Designation**

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/97/887 Retaining wall to E side of ramp leading to officers' Terrace

GV II

Retaining wall with steps and railings. Late C18-early C19. Limestone rubble retaining wall with granite steps and coping. Raking retaining wall extends approx. 120m from W of the Officers' Terrace (qv) to the bottom of the ramp, with a double flight of steps with iron railings and urn finials, formerly aligned with the Commissioner's House (demolished), and a single flight marking the lower end of the former Terrace, and returning to the NE for approx. 100m.

National Grid Reference: SX 44980 54402**FORMER GARDEN WALL PIERS AND STEPS TO OFFICERS TERRACE, SOUTH YARD****List Entry Number: 1378517****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476467****Reasons for Designation**

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/97/888 Former garden wall, piers and steps to officers Terrace

GV II

Garden wall, piers and steps. 1690s. Brick wall with ashlar dressings. Wall extends approx. 90m; rusticated ashlar piers mark the centre of the former terrace and the position of the Commissioner's House (demolished), and a double flight of steps at the SE end marks the end of the terrace. Included as formerly part of the important Officers' Terrace, of which only the N houses remain (qv), but which was a very important early example of the palace front concept of terrace planning,

which is reflected in the former front garden walls.

National Grid Reference: SX 44970 54468

MASTER ROPEMAKERS OFFICE (S 97 AND S 98), SOUTH YARD

List Entry Number: 1378518

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476468

Reasons for Designation

SX 4454 SW PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/98/207 Master Ropemaker's Office (S 97 and S 98)

GV II

Master Ropemaker's office; later engine house, school, now disused. c1816, extended c1868.

Plymouth limestone, 1816 building is of rubble, 1868 is of squared and coursed stone, with ashlar dressings, cast-iron columns and slate roof. Single-depth plan.

EXTERIOR: 3 storey; 3:3-window range. Parapeted range with cornice, the earlier S section has round-arched first-floor and flat-arched second floor windows with 3/3-pane sashes, with similar openings to pedimented right-hand return, over outer segmental-arched doorways, and a rear early C19 external stair with c1939 cover; a right-hand bay projects on tall iron Tuscan columns to an entablature, and stone top section with a flat-arched second-floor window and a segmental-arched former doorway in the return. Left-hand section has similar openings, 2 on the first floor. 1868 NE truncated chimney has a cornice. INTERIOR: not inspected. HISTORY: 1816 double-height office erected at the same time as Holl's rebuilding of the ropery; later extended and converted to machine room for rope-making machinery with an underground drive shaft, with bridge from the front projecting bay to the rope walk. The upper dining room was used as a school after 1945. Part of the important rope making complex with the Spinning House, Hemp House and other Ropery buildings (qv). (Sources: Le Page A: Report GHK Partnership: 1992: 33; The Buildings of England: Pevsner N: Devon: London: 1989: 651).

Selected Sources

Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:*

National Grid Reference: SX 45102 54452

DOCKYARD WALL EXTENDING FROM EAST OF ROPERY COMPLEX TO EAST OF NUMBER 1 SLIP, SOUTH YARD

List Entry Number: 1378519 (see PCC BAR, Streets P-S (2005))

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476469

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/98/209 Dockyard wall extending from E of Ropery complex to E of No.1 Slip

GV II

Dockyard wall. 1763-71. Limestone rubble. Tall wall with moulded coping extends approx. 500m from E of the entrance to the No. 1 Covered Slip to N of the Master Ropemaker's House (qv).

HISTORY: enclosed the area E and S of the ropery, which was completed in 1771, and has considerable group value with the listed ropery buildings.

National Grid Reference: SX 45204 54292

JOINERS SHOP (SO 95), SOUTH YARD**List Entry Number: 1378520****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476470****Reasons for Designation**

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
 740-1/98/211 Joiner's Shop (SO 95)
 GV II

Alternatively known as: Upholstery shop, SOUTH YARD, Devonport Dockyard.

Hemp house, with mould loft, latterly joiner's shop. 1766-73, roof damaged c1941. Limestone rubble and dressings with slate roof. Open plan. EXTERIOR: 2 storeys, attic and basement; 5-window range. Rusticated quoins, plat band, flat cornice and parapet, with small gables each end. Flat surrounds to openings, a wide segmental-arched carriage entrance in N end, with keyed round-arched windows with imposts and metal-framed windows, most on the first floor bricked up. INTERIOR: concrete floor inserted c1952. HISTORY: the last surviving of four late C18 hemp houses at Devonport, where raw hemp was stored before hatchling and being passed to the Spinning House (qv). Although altered, this forms an important part of the late C18 ropeyard. (Sources: Le Page A: Report -GHK Partnership: 1992: 22; Coad J: Historic Architecture of the Royal Navy: London: 1983: 71).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 71

National Grid Reference: SX 45082 54395**MASTER ROPEMAKERS HOUSE (S 103) AND ATTACHED RAILINGS AND GARDEN WALL, SOUTH YARD; TURNCOCKS HOUSE, 2, EAST AVENUE****List Entry Number: 1378521 (see PPC BAR, Streets D-F (2005))****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476471****Reasons for Designation**

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
 740-1/98/223 Master Ropemaker's House
 (S 103) and attached railings and garden wall
 GV II

Includes: Turncock's House, No. 2 EAST AVENUE, Devonport Dockyard. House; later school, now office. 1772-3. Coursed limestone rubble with limestone dressings, lateral stacks to E and S, and hipped slate roof. PLAN: single-depth N office, with double-depth rooms to S, and S attached service wing. EXTERIOR: 3 storeys, attic and cellar; windowless entrance front and 3-window N range. A tall house with a ground-floor plat band, rusticated quoins, flat cornice and parapet, with flat surrounds to openings. Main W front windowless apart from 2 small inserted second-floor windows, and right-hand doorway covered by a mid C20 porch. N side has 616-pane sashes, and 316-pane second-floor sashes, and a large dormer. E side to dock wall has 2 windows towards the S. S side has 1 316-pane sash to the left, and a 2-storey; 1-window lower service range with a 418-pane ground-floor sash. Attached to the S is a small former brewhouse or laundry with a lateral stack. INTERIOR: altered mid C20, original features include a dogleg stair from a small entrance lobby with ramped moulded rail; dado and 6-panel doors, boxed cornices. SUBSIDIARY FEATURES: attached iron railings with urn finials and column newels, and 2 corner cannon bollards

to the doorway, and matching railings on a dwarf wall extend approx. 30m to the NW; garden wall encloses garden to the S and is attached to the Dockyard wall (qv). HISTORY: part of the important ropemaking complex with the Spinning House, Hemp House and other Ropeyard buildings (qv). (Sources: The Buildings of England: Pevsner N: Devon: London: 1989: 652; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 53). SX 4554 SW PLYMOUTH EAST AVENUE, Devonport Dockyard 740-1/98/223 No.2, Turncock's House See under: Master Ropemaker's House (S 103) and attached railings and garden wall, SOUTH YARD, Devonport Dockyard. -

Selected Sources

1. Book Reference - *Author:* Pevsner, N - *Title:* The Buildings of England: South Devon - *Date:* 1952 - *Type:* DESC TEXT
2. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 53

National Grid Reference: SX 45163 54347

WALL PIERS AND STEPS EXTENDING APROXIMATELY 140 METRES ON EAST SIDE OF TARRING HOUSE, SOUTH YARD

List Entry Number: 1378522

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476472

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/233 Wall, piers and steps extending approx. 140m on E side of Tarring House
GV II

Wall and steps. 1763-71. Limestone rubble and ashlar. Low capped wall has round, capped end piers and central flight of step down to the Tarring and Wheel House (qv).

HISTORY: retaining wall for a roadway between the ropeyard and the Dockyard wall (qv).

Part of a group with the White Yarn, Tarring and Tarred Yarn Houses and Spinning House (qv).

National Grid Reference: SX 45221 54223

WALL PIERS AND STEPS APPROXIMATELY 300 METRES LONG PARALLEL WITH SPINNING HOUSE, SOUTH YARD

List Entry Number: 1378523

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476473

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/234 Wall, piers and steps, approx.300m long parallel with Spinning House
GV II

Wall and end piers. 1763–1771. Rubble with ashlar piers. Capped retaining wall to cobbled roadway is ramped up to N square pier, with an archway underneath, and a central path through from the archway in the Tarring and Wheel House (qv). HISTORY: forms a retaining wall to the roadway to the E side of the Spinning House, and included for group value as part of an outstanding C18 industrial complex.

National Grid Reference: SX 45159 54334

SECTION OF FORMER PERIMETER WALL TO EAST OF MASTER ROPEMAKERS OFFICE, SOUTH YARD**List Entry Number: 1378524****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476474****Reasons for Designation**

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/885 Section of former perimeter wall to E of Master Ropemaker's office

GV II

Perimeter wall. Late C18. Limestone rubble. Tall coped wall with interval buttress pilasters extends approx. 60m NNW-SSE to the E of the Master Ropemaker's office (qv).

Formed part of the perimeter wall of the yard when it was extended in the late C18, and an important component in the security of the dockyard. Included as marking the extent of the late C18 dockyard.

National Grid Reference: SX 45110 54476

OFFICERS TERRACE (SO 59) AND ATTACHED BASEMENT AREA RAILINGS, SOUTH YARD**List Entry Number: 1378525****Grade: II*****Date first listed: 01-May-1975****Legacy System: LBS UID: 476475****Reasons for Designation**

SX 4454 NE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/95/222 Officers' Terrace (SO 59) and attached basement area railings 01.05.1975

GV II*

Alternatively known as: Bonaventure House, SOUTH YARD, Devonport Dockyard. Officers' terrace of 12 houses and offices, now offices. 1692–1696, by Edmund Dummer, Surveyor to the Navy Board, altered early C19, partly destroyed c1942. Rendered brick with stone dressings, lateral and party wall stacks and hipped slate roof. Double-depth plan. EXTERIOR: 2 and 3 storeys; 2:8-window range. The left-hand end pavilion and connected offices survive of the former terrace. Two former houses have a unified front with rusticated quoins, modillion cornice and pediment containing the Royal Arms, with two early C19 porches set in the outer bays of the pedimented section with pilasters, half-glazed doors and side windows, and cambered heads to 6/6-pane and second-floor 3/3-pane sashes. The right-hand part of the roof was rebuilt at a lower pitch. Lower left-hand former office has a 4-bay side facing down the terrace with first-floor 6/6-pane sashes and a segmental pediment, and a mid C20 ground-floor covered passage with large windows with glazing bars. INTERIOR: extensively altered mid C20. Former houses have panelled partitions with thin ovolo mouldings and 6-panel doors, former office internally altered mid C20. SUBSIDIARY FEATURES: attached early-mid C19 basement area railings have diagonal crossed bars. HISTORY: this was the first of the fine series of officers' housing built in the Royal Dockyard, the 12 houses forming a unified terrace with the Commissioner's house in the centre. The two surviving houses were for the Clerk of the Cheques and the Surgeon. This is believed to have been the first palace front terrace in the country, predating Queens Square in Bath by over twenty years. Despite the considerable loss of much of the terrace, this is of considerable historic architectural significance as the oldest surviving building in a Royal Dockyard, as well as an early attempt at unified terrace design. (Sources: *The Buildings of England: Pevsner N: Devon: London: 1989: 651; Coad J: Historic Architecture of the Royal Navy: London: 1983: 95-96; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 49-53*).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 95-96
2. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 651
3. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 49-53

National Grid Reference: SX 44957 54540

MORICE GATE, TWO GATEHOUSES (MO 39 AND MO 65) AND ATTACHED DOCKYARD WALLS, MORICE YARD

List Entry Number: 1378549 (see **PCC BAR, Streets L-O (2005)**)

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476499

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard
740-1/95/183 Morice Gate, two gatehouses (MO 39 and MO 65) and attached dockyard walls
GV II*

Gateway, attached dockyard walls, and pair of houses, now guard houses. 1720–1724, by Andrew Jelf, Clerk of Works, to layout by Colonel C Lilly, for the Board of Ordnance. Wall of Dunstone shaly rubble and granite ashlar; stucco gatehouses with lateral and gable stacks and slate roofs. PLAN: pair of single-depth houses flanking gateway. EXTERIOR: 2-storeys, attic and basement; windowless gatehouse road fronts. Gateway has large granite piers capped with iron mortars, and linked by a scrolled overthrow and octagonal lantern, with C20 timber doors. Facades of houses have plinths, round-arched doorways to inner and outer sides, the left-hand pier is blocked; each has a central lateral stack with a raised panel below the eaves. The inner gables have single first floor and paired attic lights, the S gable has an oculus to the attic, and gable stacks. The 2-window returns have segmental-arched ground-floor and flat-headed first-floor sashes, and granite basement lit by a well to the inner side. INTERIOR: not inspected but noted as having been altered mid C20. SUBSIDIARY FEATURES: the dockyard walls, of carefully bedded rubble with square piers and weathered top, extends approx. 300m to the S and W terminating beside the entrance to the South Yard, and approx. 65m to the N extending down to E of the Powder House (qv). HISTORY: the original entrance and perimeter walls to the Yard, a carefully-planned site with the raised Officer's Terrace and the Stores (qv) on the tower level. The walls, with their distinctive construction typical of the Ordnance Board at this time, form an important element enclosing the most complete C18 Ordnance Yard in the country. (Sources: Coad, J: Historic Architecture of the Royal Navy: London: 1983: 138-141; Coad, J: The Royal Dockyards 1690–1850: Aldershot: 1989: 249-250).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 138-141
2. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 249-250

National Grid Reference: SX 44966 54893

NUMBER 2 STORE AND FORMER FURBISHERS SHOP (MO 68), MORICE YARD

List Entry Number: 1378550

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476500

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard
740-1/95/184 No.2 Store and former Furbisher's Shop (MO 68)
GV II*

Carriage store and furbisher's shop, disused. c1776, probably by Major Dixon. Dunstone brown rubble with- SW lateral stack; W block of squared limestone with limestone dressings to W block with rear stack, and slate hipped roofs. Open 4-cell plan store with W furbisher's shop a single-depth 2-cell plan. EXTERIOR: 2 storeys; 7-window range with 3-window Wend, and lower 2-storey 5-window range furbisher's shop. Plinth and string, with flat arches to 4 ground-floor openings, 3 doorways at the centre and right-hand end, the main central entrance has C18 double doors, and horned 6/6-pane sashes, C19 metal casements to first floor W end. Furbisher's shop is double fronted with rusticated quoins, plat band, raised surrounds to openings, with a 4-panel door and 6/6-pane sashes; blind gable and rear. Good dated cast-iron hopper. INTERIOR: store has a remarkably complete interior lined with boarding, divided into four by timber partitions with posts supporting transverse floor beams, flagged floor, an original central transverse dogleg stair to the back with uncut string and heavy stick balusters, and king and queen post roof. Furbisher's shop altered inside with a later left-hand stair, and original door surround to right-hand room. HISTORY: the Yard was laid out in 1720 by Colonel Lilly for the Board of Ordnance. Part of the late C18 expansion of the yard, the store is reported to have had wooden tramways and wall cranes; the furbisher's shop is a pair with the No.12 store (qv). A notably unaltered example of a late C18 small naval store in the context of warehouse buildings of this period, within the best surviving C18 naval ordnance yard in the country. (Source: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 255-256).

Selected Sources

1. Book Reference - *Author*: Coad, JG - *Title*: *The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy* - *Date*: 1989 - *Page References*: 255-256

National Grid Reference: SX 44850 54781

NUMBER 4 STORE (MO 70), MORICE YARD

List Entry Number: 1378551

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476501

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard 740-1/95/186 No.4 Store (MO 70)
GV II*

Ordnance store. 1722, dated 1723 on hopper, laid out by Colonel C Lilley, Andrew Jelf, Clerk of Works, for the Board of Ordnance. Dunstone rubble with granite dressings and rendered W end, with hipped slate roof with flat leaded top. Rectangular open plan. EXTERIOR: 2 storeys and attic; 11-window range with 3-window ends. Parapeted range with end and central window bays set forward with sunken panels and raised sections to the parapet, rubble flat arches to wider doorways in the projected bays and horned 6/6-pane sashes. Good lead hoppers to the centre and flanking projected bays, one inscribed GR 1723. Range of 9 pedimented dormers with 6/6-pane sashes, with one in the ends. Roofs have heavy leaded rolls around the central flat section. INTERIOR: not inspected but noted as having a C18 central spine wall, with timber board panelling and partitions; some original wooden rails. HISTORY: one of the original Ordnance stores, for gun carriages and equipment, and one of the earliest in a Royal Dockyard, a matching pair with the No. 8 Store (qv) opposite. Originally built against the quay which curved round the outer sides,

a fine and remarkably complete example of an early C18 warehouse within the best surviving naval ordnance yard in the country. (Sources: The Buildings of England: Pevsner N: Devon: London: 1989: 652; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 248-254; Hewlings R: English Architecture Public and Private: London: 1993: 211-212).

Selected Sources

1. Book Reference - *Author:* Bold and Chaney - *Title:* English Architecture Public and Private Essays for Kerry Downes - *Date:* 1993 - *Page References:* 211-212
2. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 652
3. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 248-254

National Grid Reference: SX 44816 54792

NUMBER 12 THE PAINTED CANVAS STORE (MO 46), MORICE YARD

List Entry Number: 1378552

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476502

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard
740-1/95/188 No.12 The Painted Canvas Store (MO 46)
GV II*

House, now store. Dated 1777 on hopper, altered mid C20. Limestone ashlar with rubble sides and rear and corrugated sheet roof. Single-depth plan. EXTERIOR: 2 storeys; 5-window range. Double-fronted with rusticated quoins, plat band and raised surrounds to a heavy cross-boarded door and horned first-floor 2/2-pane and ground-floor 6/6-pane sashes. Good lead hopper head to left of the entrance. Windowless sides and rear without dressings. INTERIOR: fittings and roof altered mid C20. HISTORY: one of a pair of matching houses with the house of the former Furbisher's Shop attached to Store No.2 (qv). Part of the expansion of the yard in the 1770s, and following the formal plan established in the 1720s by Colonel Lilly. Part of the best surviving C18 naval ordnance yard in the country. (Source: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 248-254).

Selected Sources

1. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 248-254

National Grid Reference: SX 44870 54880

NUMBER 16 STORE THE POWDER HOUSE (MO 42), MORICE YARD

List Entry Number: 1378553

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476503

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard
740-1/95/189 No.16 Store, the Powder House (MO 42)
GV II*

Powder magazine, now store. 1744. Coursed rubble with brick dressings, vaulted roof not visible. Rectangular single-depth plan. EXTERIOR: single storey; 7 -bay range. Parapeted front with brick corners, 3-bay centre has brick pilasters to a raised parapet and central pediment, small C20

doorway and loops to the flanking bays; C19 inserted casements either side with brick dressings. Returns have blind round arches in projected full-height panels, that to the left has a round-arched doorway. Above the central entrance is a good gilded cartouche of the Duke of Montague. INTERIOR: divided by brick baffle walls with 5 segmental-arched openings, smaller at each end, into 4 bays with round-arched stone vaults, each with a channelled timber beam extending from front to back along the top, part of a former all-wood traveller. The walls are reported to have a double skin, to contain blast and maintain an even temperature. HISTORY: originally designed with a surrounding wall intended, like the internal baffles, to deflect blast. The Yard was laid out by the Board of Ordnance from 1720, and Lord Montague was Master General of the Ordnance from 1739-49. This is the earliest surviving naval ordnance magazine, illustrative of the way Ordnance Yard magazines were sited close to dockyards prior to the establishment of Priddy's Hard, 1773, (qv) near Portsmouth. Of considerable historic importance, within the best surviving naval ordnance yard in the country. (Sources: The Buildings of England: Pevsner N: Devon: London: 1989: 653; Coad J: Historic Architecture of the Royal Navy: London: 1983: 133-5).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 133-135
2. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 653

National Grid Reference: SX 44905 54958

STEPS DWARF WALLS LAMPS AND RETAINING WALL TO GARDENS FRONTING OFFICERS TERRACE, MORICE YARD

List Entry Number: 1378554

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476504

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/192 Steps, dwarf walls, lamps and retaining wall to gardens fronting Officers' Terrace GV II*

Retaining wall, steps and dwarf wall with 4 lamps. 1722, laid out by Col. Lilly, for the Board of Ordnance, built by Andrew Cowley, of London. Rubble and granite with iron railings and lamps. A symmetrical plan of steps with central path to wall fronting Officer's Terrace (qv). Partly cut back into solid rock by the excavation of the lower part of the Yard, forming two opposing flights of steps with iron railings. At the top, a granite path formerly with iron railings leads to the low wall fronting the Officers' Terrace, with cannon balls to the top of a low flight of stairs, and 4 gas lamps, 2 with open cast-iron latticework standards and lamps with gilded crown finials and two with moulded cast-iron shafts. HISTORY: connected the lower Gun Wharf to the upper level, and formed the front to the fine Officers' Terrace. The dwarf walls and lamps are part of the formal layout of the officers' level, while the steps, cut out of the dressed cliff to the rear of the Gun Wharf, are illustrative of the extent of the works carried out in building what is the most complete C18 naval ordnance yard in the country. (Source: Coad, J: The Royal Dockyards 1690-1850: Aldershot: 1989: 248-253).

Selected Sources

1. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690-1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 248-253

National Grid Reference: SX 44882 54834

NORTH GATE AND ATTACHED DOCKYARD WALLS, MORICE YARD

List Entry Number: 1378556

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476506

Reasons for Designation

SX 4455 SW PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/94/191 North Gate and attached dockyard walls

GV II

Gateway and attached dock walls. 1870s. Limestone ashlar gateway, with rubble and ashlar walls. Gateway has a pair of massive, rusticated square piers with round-arch doorways with VR in wrought-iron open fanlights, set in rectangular recesses and leading to brick vaulted through passages, a thin string and moulded cap with stepped base to ball finials. C20 timber double doors, beneath a wrought-iron overthrow and hexagonal lamp. Quadrant walls with 5 rifle loops extend forward to plain piers, connected to dock walls with half-round coping, extending approx. 450m to the S and SW to meet the C18 Yard walls attached to the Morice Gate (qv), and approx. 250m to NW and SW to enclose the N end of the Morice Yard. HISTORY: the Yard was laid out by the Board of Ordnance from 1720, and the C18 Dockyard walls (qv) were extended in the mid C19 expansion of Devonport Dockyard when the North Gate was added. An important element in defining the C19 extent of what is the best surviving C18 naval ordnance yard in the country.

National Grid Reference: SX 45113 55201

NUMBER 8 STORE (MO 55), MORICE YARD

List Entry Number: 1378558

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476508

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/182 No.8 Store (MO 55)

GV II

Stores. 1722, altered mid C20, laid out by Colonel Lilly, with Andrew Jelf, Clerk of Works, for the Board of Ordnance. Dunstone rubble with granite dressings, rendered top storey and W gable, and slate roof. Rectangular open plan. EXTERIOR: 3 storeys; 11-window range. Middle and end bays set forward with former parapet raised above them, flat arches to entrances in projected sections with C20 doors and windows; 3-window W gable with a central entrance. Raised mid C20 second storey with 616-pane sashes. INTERIOR: extensively altered with concrete frame and stairs and mid C20 roof; ground floor retains spine wall, some chamfered timber posts supporting timber joists, and a large central transverse stair rising from both sides. HISTORY: one of the original Morice Yard stores for gun carriages and equipment, a pair with No.4 Store (qv). Originally built against the quay which curved round the N side. Although altered with the loss of the original roof and the C20 extra storey, No. 8 Store is included as part of a good group of C18 naval stores within the best surviving naval ordnance yard in the country. (Sources: The Buildings of England: Pevsner N: Devon: London: 1989: 652; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 252).

Selected Sources

1. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 652
2. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 252

National Grid Reference: SX 44812 54869

NUMBER 3 STORE (MO 66), MORICE YARD**List Entry Number: 1378559****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476509****Reasons for Designation**

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/185 No.3 Store (MO 66)

GV II

Storehouse. 1840–1855, altered mid C20. Squared coursed limestone, granite dressings and hipped slate roof. Open plan. EXTERIOR: 2 storeys; 9-window range. Symmetrical sides with a first-floor cill band, a central segmental-arched entrance with C20 doors beneath matching first-floor tripartite window, round-arched ground-floor and flat-arched first-floor windows with 919-pane sashes. W end has 2 wide round-arched doorways with timber doors and a tripartite fanlight, beneath a single segmental-arched tripartite sash. N side ground-floor windows half bricked up with spiral C19 iron fire escape at the end. INTERIOR: contains inserted ground floor partitions and stairs, open first floor and ceiled roof. Some old spar timbers used as floor ties. HISTORY: the Yard was laid out in 1720 by Colonel Lilly for the Board of Ordnance and expanded in the 1770s. One of the last buildings built by the Board of Ordnance, a pair with No. 6 Store, Sail Loft (qv), and a late addition forming part of the best surviving C18 naval ordnance yard in the country. (Source: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 256).

Selected Sources

1. Book Reference - *Author*: Coad, JG - *Title*: *The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy* - *Date*: 1989 - *Page References*: 256

National Grid Reference: SX 44856 54797**NUMBER 5 STORE, COLOUR LOFT (MO 56), MORICE YARD****List Entry Number: 1378560****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476510****Reasons for Designation**

SX 44S4 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/187 No.5 Store, Colour Loft (MO 56)

GV II

Store. 1840-50. Limestone ashlar with granite dressings and slate roof, hipped to the Wend. Rectangular 2-cell plan with central through passage with stair. EXTERIOR: 3 storeys; 7 -window range with 3-window ends. Store has a cill band, a coped E gable with a clock in a stone surround, and small bell tower behind the gable on the ridge. Central S doorway with 4-pane overlight and C20 double doors, entrance in the Wend has steps up to C20 doors and plate glass overlight, and central second-floor hoist door in N side under a bracketed canopy; 6/6-pane horned sashes, 3/6-panes on the second floor. C20 fire escapes to altered doorways at ends of each side. INTERIOR: lined with vertical timber boarding, ground-floor central chamfered posts, with a good central Imperial stair formed by 2 back-to-back dogleg stairs, one ground-floor flight removed, with uncut string and heavy stick balusters; in the attic is the mechanism of the clock. HISTORY: one of the last buildings built by the Board of Ordnance, on the site of the original powder store. A good and well-preserved example of a small mid C19 naval store, within the best surviving naval ordnance yard in the country. (Source: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 248-256).

Selected Sources

1. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690-1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 248-256

National Grid Reference: SX 44821 54832

NUMBER 17 STORE (MO 37), MORICE YARD

List Entry Number: 1378561

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476511

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/190 No. 17 Store (MO 37)

GV II

Ordnance store. 1740–50. Dunstone brown rubble, English bond brick, with hipped slate roof. Single-depth plan. EXTERIOR: single storey; 4-window range. Brick corners, the front has a closed arcade of round brick arches with flat arches to horned 6/6-pane sashes, rubble walls, and a round-arched doorway and metal-clad door in the end facing the Powder House (qv). INTERIOR: without special features, has an inserted floor and 3-bay roof with C20 roof timbers. HISTORY: the Yard was laid out by the Board of Ordnance from 1720. Of similar materials to the adjoining Powder House (qv), and possibly connected in its purpose. Listed for group value, and as part of the best surviving C18 ordnance yard in the country. (Source: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 253-255).

Selected Sources

1. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 253-255

National Grid Reference: SX 44923 54976

NUMBER 6 SAIL LOFT (MO 61), MORICE YARD

List Entry Number: 1378562

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476512

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/193 No. 6, Sail Loft (MO 61)

GV II

Store and sail loft. 1840–50. Squared and coursed limestone with granite dressings and a hipped slate roof. Rectangular open plan. EXTERIOR: 2 storeys; 9-window range. Plinth, plat band, with central segmental-arched entrances, (that to the S bricked up), beneath matching tripartite sashes, with round-arched ground floor and segmental-arched first floor 9/9-pane sashes, and tall, narrow hoist bays to first-floor third and seventh bays. Ends have 2 round-arched carriage entrances beneath a single segmental-arched tripartite window with a boarded door to the central part. INTERIOR: the ground floor has a central aisle of pairs of tied timber posts with diagonal struts to wide pillars beneath tie beams, and a stair flight with uncut string in the NE corner. HISTORY: a pair with Store No.3 (qv), and possibly used as stabling for the gun teams with the sail loft above. Part of a good group of (18/19 naval stores, some of the last built by the Board of Ordnance, within the best surviving (18 naval ordnance yard in the country. (Source: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 256).

Selected Sources

1. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 256

National Grid Reference: SX 44859 54855

MUSTER BELL, MORICE YARD

List Entry Number: 1378563

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476513

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/900 Muster bell

GV II

Muster bell. Mid C19. Iron. Tall tapering shaft with 4 guy wires, a round capital and a bell, rotated by a spoked wheel. HISTORY: the muster bell was used to summon the dockyard workforce and regulate the working day. A more decorative example remains at Chatham dockyard (qv). It is of historic importance within a largely complete ordnance yard, placed beside the main entrance for the workforce, the Morice Gate (qv). It was also used as an alarm bell. (Source: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989).

Selected Sources

1. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 1989

National Grid Reference: SX 44946 54883

THE OFFICERS TERRACE (MO 63) AND ATTACHED RAILINGS, REAR WALLS AND OUTBUILDINGS, MORICE YARD

List Entry Number: 1378564

Grade: II*

Date first listed: 01-May-1975

Legacy System: LBS UID: 476514

Reasons for Designation

SX 4454 NE PLYMOUTH MORICE YARD, Devonport Dockyard

740-1/95/194 The Officer's Terrace (MO63) 1.5.1975 and attached railings, rear walls and outbuildings

GV II*

Terrace of 5 houses and stables, now houses and offices. 1720–24, laid out by Colonel C Lilly, with Andrew Jelf, Clerk of Works, for the Board of Ordnance. Dunstone rubble with brick party wall stacks and slate roof. Baroque style. PLAN: double-depth plan with end stables and rear service blocks. EXTERIOR: 3 storey, attic and basement; 21-bay range. A strongly articulated symmetrical terrace with coped parapet. Lower 2 storey central former Commissioner's House is double fronted with a parapet and a small central pediment containing a lunette, steps across the basement area to a round-arched doorway with half-glazed door and plate-glass fanlight, and wide outer segmental-arched tripartite windows with central 8/8-pane sashes, some thick glazing bars. Flanking pairs of houses set forward with clasping pilasters and a parapet, raised to the centre with a round-arched attic window, blind to the left-hand end; each with an outer porch with raised clasping pilasters and doorways as the central house, and round-arched side windows, with round-arched ground floor, segmental-arched first- and second-floor windows, most with 4/4-pane C19 sashes; outer bays have projected ground floor with round-arched doorway and half-glazed door and

segmental-arched first-floor window, that at the right-hand end 2 storeys with a second-floor Venetian window. Single-storey screen walls with a recessed flat-headed bay containing a round-arched doorway and half-glazed door give onto a courtyard, and connect the end former stables, facing sideways with 5-window return elevations with central doorways with timber surrounds and a cornice. INTERIOR: central house has a rear lateral passage, rear transverse dogleg stair with uncut string and heavy stick balusters, and panelling with heavy rails with bolection mouldings and wainscot fields; upper floor partly open to king post roof has timber cyma cornices. Joinery includes corner cupboards, fielded shutters and 2-panel doors. SUBSIDIARY FEATURES: attached mid C20 basement area railings extend the full length of the terrace, turning in to the entrances of each house. Attached rear rubble garden walls extend back to the Yard wall (qv). To N of garden is C18 rubble wall and slated outbuildings extending back to the Morice Gate (qv). HISTORY: the Terrace for the Yard Officers was part of Lilly's formal plan for the Yard, on the upper part above the excavated lower gun wharf, and using stone quarried on site. An idiosyncratic example of the style associated with Hawksmoor and the Board of Ordnance at this time, at for example the Woolwich Arsenal and Berwick-on-Tweed barracks. The unusually robust internal joinery suggests the work of a naval rather than house carpenter. The terrace is also a notably early and strongly articulated example of a palace front composition, and part of a fine series of Officers' terraces in the Royal Dockyards. (Sources: Coad J: *Historic Architecture of the Royal Navy*: London: 1983: 141; *The Buildings of England*: Pevsner N: Devon: London: 1989: 652-3; Coad J: *The Royal Dockyards 1690-1850*: Aldershot: 1989: 249-252; Barker N: *English Architecture Public and Private*: London: 1993: 211).

Selected Sources

1. Book Reference - *Author*: Coad, J - *Title*: *Historic Architecture of the Royal Navy* - *Date*: 1983 - *Page References*: 141
2. Book Reference - *Author*: Bold and Chaney - *Title*: *English Architecture Public and Private Essays for Kerry Downes* - *Date*: 1993 - *Page References*: 211
3. Book Reference - *Author*: Pevsner, Nikolaus - *Title*: *Devon North* - *Date*: 1952 - *Journal Title*: *The Buildings of England* - *Page References*: 652-653
4. Book Reference - *Author*: Coad, JG - *Title*: *The Royal Dockyards 1690-1850: architecture and engineering works of the sailing navy* - *Date*: 1989 - *Page References*: 249-252

National Grid Reference: SX 44912 54833

THE QUADRANGLE (N 173-177, 186-191, 203), NORTH YARD

List Entry Number: 1378566

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476516

Reasons for Designation

SX 4454 NE PLYMOUTH NORTH YARD, Devonport Dockyard

740-1/91/199 The Quadrangle (N 173-177, 186-191,203)

GV I

Foundry, smithery, boiler and machine shop, offices and store. 1852-61, by William Scamp and Col. G T Greene of the Admiralty Works Department, external elevations by Sir Charles Barry. Limestone ashlar with yellow brick and granite dressings, and a corrugated sheet roof on cast-iron stanchions. Italianate style. PLAN: symmetrical square plan originally of 2 courtyards, with central offices along the W front flanked by stores, side ranges set back with re-entrant corners, containing metal-working shops in S range and boiler and plater's shops in the N, and central rear (E) former foundry, millwright's and pattern shops with 2 large chimneys to E corners, beam engine houses to NE and SE corners, and coal stores (converted to offices later C19), along rear. EXTERIOR: 2-storey; 29-bay front and 18-bay sides. Strongly-articulated elevations with a plinth,

cornice and blocking course. W front has 3:3:3-bay central entrance section, the middle set forward with a large round-arched entrance beneath a Diocletian window, and tall, pedimented attic with a panel of recessed roundels, flanking 3-storey bays with attic with 2-roundel panels, and flanking square turrets with flat-topped belfries with round-arched openings and balustrade, connected by a balustrade to the pediment; flanking 3-bay sections have narrow recessed central bays for hoisting which rise up into a segmental pediment, outer recessed bays with ovolo-moulded tops, and round-arched ground-floor and segmental-arched first-floor openings. Outer sections are 5:1:5-bays each with a pedimented central entrance bay, containing segmental-arched cross windows set in ovolo-headed recesses. End gables are simpler versions of the entrance, 2 storeys without the sunken panels or balustrade, with corner turrets with loops, and belfries with pedimented sides and small domes. N and S ranges have matching end gables with square tops to the turrets, the S with VR 1853 and the N with VR 1856 in the spandrels of the main entrance arch, and connected to the main block by a wide round archway. Side elevations similarly articulated. Originally with ovolo-moulded windows with small-paned metal frames, some altered or blocked in. Former engine and boiler house in the NE corner a 5-bay range with small ground-floor windows, and first-floor windows set in recesses with bracketed heads, a bracketed cornice and attic storey with sunken panels with paired oculi; E end has panel with 4 oculi. To the inner side is a truncated octagonal brick chimney. Matching SE engine house. Rear E elevation has 7-window outer ranges with pedimented end gables, plinth, plat band and eaves cornice, connected by a single-storey central range to the back of the foundry, with round archways leading to the foundry yard at each end and a blocking course. Behind this is the tall yellow brick foundry with a central pedimented wing with 2 round-arched openings with double doors, paired end gables and 5 large lunettes along the sides, and two large square chimney towers at E corners of four stages with panelled sides and tall false machicolations, containing truncated round chimneys. Iron hoppers inscribed VR with fouled anchors. INTERIOR: the main entrance archway has 3 vaulted bays, cantilevered granite open-well stairs each side with iron balusters, and offices. The main former workshop areas arranged around a grid of cast-iron I-section stanchions to pierced segmental arches and metal-trussed roofs, E and W aisles have trussed timber beams, with two traveller roads. The foundry has H-section iron stanchions to pierced segmental arches under the valley, 5 E bays with heavy fire-proof mezzanines, and corner winder stairs. Roof trusses with cruciform struts, flat-iron ties in pairs or threes at the ends, and wrought-iron tie rods. HISTORY: the Steam, now North Yard opened in 1853. The design of the Quadrangle evolved from a group of separate workshops round an open court to a roofed building with a grid of early rolled stanchions which could be flexible in its internal arrangements. Fitted with two beam engines either end of the foundry with line shafting through the building and an internal railway, the forges were drawn by five large flues to the two chimney towers. The culmination of a generation of metal workshops in the Dockyards for the new steam navy, the biggest of its type built by the Navy, and a very rare instance of the involvement of a national architect in a Naval workshop. The Quadrangle was moreover a very successful design, outstanding in a national context for its remarkably advanced use of flexible planning, which has ensured its adaptability to the Navy's changing engineering needs. (Sources: Coad J: A Maritime History of Devon: 11; The Buildings of England: Pevsner N: Devon: London: 1989: 653; Evans D: The Buildings of the Steam Navy: 1994: 23-29).

Selected Sources

1. Book Reference - *Author:* D Evans - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 23-29
2. Book Reference - *Author:* Coad, J - *Title:* A Maritime History of Devon - *Page References:* 11
3. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 653

National Grid Reference: SX 44902 55661

WALLS AND BOLLARDS TO NUMBER 3 BASIN, NORTH YARD

List Entry Number: 1378569

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476519

Reasons for Designation

SX 4455 NE PLYMOUTH NORTH YARD, Devonport Dockyard
740-1/91/200 Walls and bollards to No. 3 Basin
GV II*

Basin walls. 1844–8. Channelled rustication to stone-coped granite walls. Steps to north and -south walls. Walls extend approximately 800m around basin, terminating in the caisson closing the SW entrance. A former caisson entrance to the N is blocked. Cast-iron bollards set into the quay edge inscribed VR. Occupies a formal position in front of the Quadrangle (qv), the largest engineering complex erected for the navy, and is graded to reflect this important position. It is comparable with but better preserved than the Steam Basin at the contemporary steam engineering complex at Portsmouth. These facilities were built for servicing the increasingly large warships of the era, and with the Quadrangle, are indicative of the commitment by the navy to building a steam-powered fleet.

National Grid Reference: SX 44874 55635

DOCK PUMPING STATION (N 114 AND N 115), NORTH YARD

List Entry Number: 1378571

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476521

Reasons for Designation

SX 4456 SE PLYMOUTH NORTH YARD, Devonport Dockyard
740-1/90/195 Dock Pumping Station (N 114 and N 115)
GV II

Hydraulic pumping station. Dated 1905, by Stothert and Pitt, engineers. Red brick with limestone dressings and slate roof. Square plan with rear boiler house. Edwardian Baroque style. EXTERIOR: 2 storeys; W front of 2:1:2-window range. Articulated by wide rusticated pilasters, with a plinth, ground-floor cornice, entablature and cornice beneath parapet; moulded stone string course, with entablature to central pilasters. Keyed stone architrave to semicircular arched window above date panel and segmental-arched rusticated doorway with cavetto-moulded surround and 3-pane overlight. Keyed segmental-arched ovolo-moulded architraves to ground-floor windows and alternating stone voussoirs to round-arched first-floor windows. Metal-framed casements. Similar articulation to 3-bay sides with keyed first-floor oculi and segmental-arched doorway to N (left-hand) return. Lower rear range altered mid C20. Right-hand single-storey range not included. INTERIOR: has riveted iron columns to a strutted iron roof. HISTORY: probably contained a pair of triple expansion engines. The station pumped out the new No. 8 dock (qv), the most complete remaining dry dock associated with the Dreadnought class, part of the Keyham Dreadnought Dockyard extension (opened 1907). The use of hydraulic power was central to the operation of cranes, capstans and lock gates. A notable large hydraulic pumping station, externally well presented and comparable to those at Chatham and Portsmouth (qv). (Sources: North East London Polytechnic and GLC: Dockland An illustrated Historical Survey of Life and Work: London: 1986: 159).

Selected Sources

Book Reference - *Author:* Carr, R J M - *Title:* Dockland: An illustrated historical survey of life and work in east London - *Date:* 1986 - *Page* 159

National Grid Reference: SX 44866 56120

NUMBER 8 DOCK, NORTH YARD**List Entry Number: 1378573****NUMBER 8 DOCK****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476523****Reasons for Designation**

SX 4456 SE PLYMOUTH NORTH YARD, Devonport Dockyard

740-1/90/197 No. 8 Dock

GV II

Dry dock. Begun 1896; extended twice prior to 1914. Built of Cornish granite, supplemented by supplies from Norway. Over 700 feet long and of traditional form with altars stepped inwards, flights of steps and arched entries. HISTORY: built as part of the Keyham extension to the Devonport Dockyards, begun in 1896 and prompted by the need for more docking and berthing facilities. Devonport was thought to be the first port of call in wartime; by 1914 it had become the largest naval base in Western Europe. Five Dreadnoughts, in addition to other battleships and cruisers forming part of Admiral Fisher's expansion of the fleet, were constructed here prior to 1914. Included, with its related Pumping Station (qv), as an example of the largest shipbuilding docks in a naval yard, representative of a period in which naval construction was of prime national strategic significance, and international consequence.

National Grid Reference: SX 44808 56192**NORTH YARD OFFICES (N 215) AND ATTACHED FRONT WALLS, NORTH YARD****List Entry Number: 1378574****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476524****Reasons for Designation**

SX 4555 NW PLYMOUTH NORTH YARD, Devonport Dockyard

740-1/92/196 North Yard Offices (N 215) and attached front walls

GV II

Terrace of offices. Dated 1903 and 1910 above entrances. Limestone ashlar with parapeted slate roofs. Classical style. Double-depth plan. EXTERIOR: facade consists of 3 blocks of 3-storey terraces, linked by recessed 2-storey bays, the ground rising towards the south. North terrace of 3:13:3 fenestration with plat bands, cornice to parapet, pilasters to pedimented outer 3-window bays and slightly-projecting central one-window entrance bay: horned 6/6 pane sashes; hollow-moulded architrave to rusticated entrance, surmounted by pilasters framing tripartite windows (pedimented to first floor) and rising to date panel set above cornice. Terrace wall with steps and lamps to front, with south-end steps terminating next to central terrace. Central terrace of 4:3:4:3:4 fenestration with pilasters framing 3-window pedimented bays, plat bands, cornice to parapet and battered plinth of rougher stone; 6/9-pane sashes to 2-storey elevation, of equal height to flanking terraces; entrance to 3-window pedimented bay on right, with continuous cornice broken by pedimented tripartite window with pilasters set above semi-circular arched rusticated entrance. South terrace of 2:3:2:3:2-window fenestration is treated in a more robust manner than the others, with chamfered surrounds to horned 6/6-pane sashes, bracketed cornices to parapets, and battered walls to slightly projecting 2-window outer bays and narrow central entrance bay with paired smaller sashes; bolection-moulded doorway to porch with cornice. INTERIORS: noted as retaining original joinery, including doors, and open-well staircases. HISTORY: built to serve the Keyham extension to the Dockyard (opened 1907). A plain but prominent facade, forming an important part of the Keyham extension linking the former dockyard entrance, now the Police House with

the retaining wall behind the Quadrangle (qv), and marking the end of an important period of expansion in the Dockyard. Included as part of a group with the Police House, retaining wall and Quadrangle (qv). (Source: The Buildings of England:

Pevsner N: Devon: London: 1989: 653).

Selected Sources

1. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 653

National Grid Reference: SX 45103 55598

POLICE OFFICES (FORMER DOCK ENTRANCE GATEHOUSE N 223) AND ATTACHED WALL, NORTH YARD

List Entry Number: 1378576

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476526

Reasons for Designation

SX 4555 NW PLYMOUTH NORTH YARD, Devonport Dockyard
740-1/92/198 Police Offices (former Dock Entrance Gatehouse, N 223) and attached wall
GV II

Dockyard gatehouse, now police offices. 1854, by William Scamp, Assistant Director of the Admiralty Works Department. Limestone ashlar with granite dressings and slate hipped roof. Free Italianate style. Double-depth plan with square plan S tower.

EXTERIOR: 2 storeys; 8-bay range with 3-storey; 3-bay right-hand range. An irregular W front has a square 4-stage clock tower 3 bays from the right, the middle 6 bays with the upper storey set back, second bay from the left set forward with steep swept French Empire-style roof with 3 round dormers each side and iron finials, and the left-hand bay set back; ground-floor round-arched arcade with an impost band, moulded architraves and keys, with doorways with half-glazed doors in the projecting left-hand bay. The right-hand S tower has full-height recesses with corbel table and bands to each floor, architraves to casement windows, modillion cornice and balustrade; on top is a granite clock tower over a sunken panel with paired oculi, and an ogee leaded roof with small louvred dormers, the top section raised by a blind timber band. Middle section has a panelled parapet, the upper floor with flat-headed windows; projecting entrance bay has first-floor 3-light mullion windows and panelled aprons, and the end bay 3 narrow first-floor windows and cill band. Horned plate glass sashes. The road front is plainer with blocked windows on the ground and first floors. **INTERIOR:** has plain offices and axial corridor. **SUBSIDIARY FEATURES:** the dock perimeter wall extends N for approx. 350m, with interval pilaster buttresses. **HISTORY:** formerly one of a matched pair of gatehouses at right angles to one another with a curved screen wall and gates that formed the entrance to the new North (Steam) Yard; the other was demolished in the 1960s. Listed for architectural interest and group value with other buildings built by Scamp, such as the Quadrangle (qv), as part of the expansion of the steam dockyard. (Source: The Illustrated London News: London: 1853).

Selected Sources

1. Article Reference - *Date:* 1853 - *Journal Title:* Illustrated London News

National Grid Reference: SX 45126 55496

REVETMENT WALL TO EAST OF THE QUADRANGLE, NORTH YARD**List Entry Number: 1378578****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476528****Reasons for Designation**

SX 4555 NW PLYMOUTH NORTH YARD, Devonport Dockyard
 740-1/92/889 Revetment wall to E of the Quadrangle
 GV II

Retaining wall. 1850s. Squared limestone rubble wall with ashlar towers and dressings. Tall battered wall extends approx. 250m N from the North Yard Offices (qv) in three sections to the E of the Quadrangle (qv). Square stair tower to the S end with round-arched entrance in the tall plinth, open arched windows at the top and a granite string beneath a coped parapet. Steps out slightly with square tower, turns E at the N end to a further tower in the inner corner. A section of wall runs approx. 35m to the E with an arched walkway on the S side, to connect to a tower on the perimeter wall (qv). HISTORY: this imposing retaining wall was built for the cleared site of the Quadrangle. Reservoirs, now infilled, on the upper level pressured the hydraulic system serving the North Yard docks. It forms an impressive backdrop to the North Yard, continuing the line of the North Yard Offices (qv).

National Grid Reference: SX 45091 55723**HMS DRAKE CHAPEL OF ST NICHOLAS, SALTASH ROAD****List entry Number: 1386364****Grade: II****Date first listed: 08-Jul-1998****Legacy System: LBS UID: 473749****Reasons for Designation**

PLYMOUTH SX45NW SALTASH ROAD, Devonport 740-1/4/163 (West side) 08/07/98 HMS Drake:
 Chapel of St Nicholas
 Chapel on naval base. 1905–7.

GV II

MATERIALS: Dressed Plymouth limestone brought to course and with limestone dressings; steep slate nave roof behind parapet and with coped ends; polygonal roof to chancel; lead roofs to porches and to half dome of baptistry. STYLE: Gothic Revival. PLAN: chapel orientated NE-SW the SW being the ritual E end, the following points of the compass indicating their ritual positions: tall nave, apsidal chancel and low aisles plus N and S porches at W end, S vestry at E end of nave and octagonal baptistry to W end. EXTERIOR: plinth, triangular buttresses flanking bays (except for diagonal corner buttresses at W end), mid-floor and parapet strings and round-arched openings with hoodmoulds; leaded glazing and V-jointed planked doors with original iron furniture. Aisle and baptistry windows are traceried lunettes on a sill string; nave N and S windows are tall 2-light and traceried like the aisle windows; chancel has tall single-light windows over crypt with small single-light windows. The crypt doorway is into the basement of the vestry which has quatrefoil window to gable above and small flanking lights lower down. The W window is 5 lights with heads as transom and 4 lights above. Surmounting the nave gable adjoining the chancel is a 3-bay stepped and shaped belfry with 3 bells and a cross finial. INTERIOR: 11-bay arcades with hexagonal piers with moulded round arches with hood moulds; arched-braced nave roof springing from moulded corbels plus tie beams; chancel has barrel-vaulted roof with painted ribs springing from turned marble shafts. The original space has been subdivided to form 3 separate chapels (Anglican, Roman Catholic and Scottish Free). FITTINGS: original pitch-pine pews with shaped ends and V-jointed boards; Octagonal freestone Gothic style pulpit and C20 freely shaped bronze font.

This chapel has very clean lines appropriate to the naval tradition and the triangular buttresses and the section of the arcade piers are perhaps inspired by the shape of ships. In fact the way the whole building is set on the slope of the land makes it look like a ship being pushed before a following giant wave. HISTORY: the earliest of 4 matching naval barracks churches, the others, both of brick, are at HMS Pembroke in Chatham and at the Marines barracks at Deal and Eastney. The architect is unknown, drawings are signed TNW and dated 1908. An impressive example of late Gothic Revival architecture within the context of one of the finest and most complete barrack complexes in England, manifesting the importance and status of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 656 - *Type:* DESC TEXT

National Grid Reference: SX 44852 56796

HMS DRAKE CLOCK TOWER SOUTH EAST OF MAIN GATES AND ATTACHED GUARDHOUSE, SALTASH ROAD

List Entry Number: 1386365

Grade: II

Date first listed: 01-May-1975

Legacy System: LBS UID: 473750

Reasons for Designation

PLYMOUTH SX4556NW SALTASH ROAD, Devonport

740-1/32/164 (West side) 1/05/75 HMS Drake: Clock Tower south-east of Main Gates and attached Guardhouse

GV II

Formerly known as: (HMS Drake) Clock Tower south-east of Main Gates SALTASH ROAD Devonport. Clocktower and attached guardhouse on naval base. Completed 1896, under Superintendent Engineer Lt-Colonel P Smith RE. MATERIALS: Plymouth limestone: ashlar to tower with channelled rustication to lower stages, guardroom block with rock-faced basement, otherwise dressed limestone brought to course; dry slate roof behind parapet with moulded entablature; stone stacks with moulded cornices. Free Classical style. PLAN: overall irregular plan incorporating square clocktower flanked by rectangular guardroom blocks. EXTERIOR: single-storey guardhouse over basement to lower ground on right; 4 stages plus diminishing stages to clocktower; guardhouse right of clocktower is regular 5-window range. Tetrastyle prostyle entrance loggia on stylobate to tower but with paired columns with fluted upper parts and larger unfluted corner columns; fielded panels under windows to side bays and return bays, and overlight to central doorway; moulded entablature under balustraded parapet with central crest. Tower stage above entrance floor has small paired lights to sides. Balcony entablature above with balustraded balconies on console brackets in front of 2-light windows with round-arched lights and portcullis-like overlights. At this stage the tower is made to look lighter with cavetto-on-plan corners. Above the windows are triangular pediments. The next stage has recessed corners with flanking pilasters; balustraded entablature below clock face to each side and machicolated cornice to iron balustraded shielded walk with chamfered corners to a diminished stage also with chamfered corners and chamfered and pilastered window openings above. The further diminished stage above this has a similar balcony over a moulded cornice and has smaller similar windows surmounted by triangular pediments. Above this the chamfered corners have slender buttresses and there is a balustraded parapet entablature plus finally a flagpole. Guardhouse right of clocktower has tall original 12-pane sashes within pedimented architraves, the pediments linked by moulded cornices and there is a moulded sill string and panelled aprons. Right-hand return has 4-light oriel on brackets and surmounted by a coved entablature and a triangular pediment with a dentilled cornice linked to parapet cornice of front. Segmental-arched basement doorway with console keyblock and pair of planked doors.

INTERIOR: not inspected. HISTORY: a notable tall clock tower, an unusual component of a barracks, enriched by a wide variety of decoration. Built as part of the final phase of construction for the barracks, although the design may have been settled when the barracks was begun in the 1870s since the later buildings are consistent with the earliest. Forms part of one of the finest and most complete barracks in England, manifesting the importance and status of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 45034 56734

HMS DRAKE, DRAKE HOUSE AND ATTACHED WALLS AND RAILINGS, SALTASH ROAD

List Entry Number: 1386366

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473751

Reasons for Designation

PLYMOUTH SX4556NW SALTASH ROAD, Devonport

740-1/32/166 (West side) 08/07/98 HMS Drake: Drake House and attached walls & railings

GV II

Commodore's house, including attached porch on road frontage and flanking walls and iron railings. 1887, Superintendent Engineer Lt-Col P Smith RE. Plymouth limestone brought to course and with limestone dressings; steep dry slate roofs with projecting eaves and decorated barge boards, very steep roof over tower; stone axial, gable and lateral stacks with moulded cornices. Baronial Gothic style and some Classical detail. Irregular plan. EXTERIOR: 2 storeys plus attic; irregular 3-bay entrance front. On the left is a square 3-storey tower with sill string to 2nd floor and moulded parapet entablature; paired lights to upper floors and central window to ground floor. Projecting gabled bay right of tower has double-transomed 3-light windows to upper floors and side walls ramped flanking balcony with cast-iron balustrade and with moulded cornice over projecting ground floor. Right-hand bay has canted attic dormer window over 1st-floor window and L-plan porch to ground floor, a lean-to returned to front and to stuccoed road frontage entrance with stepped tripartite doorway with triangular pediment over central doorway to porch and flanking moulded courtyard doorways, all with moulded hoods, and rusticated terminal piers with plinths, moulded entablature and rounded caps. Other elevations with various details on the theme of the front. Original windows, mostly horned sashes and original panelled doors. INTERIOR: not inspected. SUBSIDIARY FEATURES: Plymouth limestone road-frontage walls with dressed plinths and copings surmounted by wrought-iron railings with trident finials between turned cast-iron stanchions. HISTORY: a building unique to naval barracks, and a striking and original composition. Forms part of the navy's first barracks for sailors, one of the finest and most complete barracks in the country, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655 - *Type:* DESC TEXT

National Grid Reference: SX 45091 56684

HMS DRAKE DRILL SHED, SALTASH ROAD

List Entry Number: 1386367

Grade: II

Date first listed: 01-May-1975

Legacy System: LBS UID: 473752

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport
740-1/4/168 (West side) 01/05/75 HMS Drake: Drill Shed
GV II

Formerly known as: (HMS Drake) Indoor Parade Ground Building SALTASH ROAD Devonport. Drill shed. 1879–86, Superintendent Engineer Lt-Col P Smith, RE; doubled in size 1907. Plymouth limestone ashlar with steel frame behind; flat roof hidden by parapet. Large rectangular plan. EXTERIOR: single storey; symmetrical 1:9:1:9:1-bay front. Plinth, rusticated pilasters dividing bays, parapet entablature and segmental arches to openings. Wide central entrance bay and narrow blind end bays broken forward and surmounted by pediments. The 9-bay side elevations, also symmetrical, each have 2 large entrances (3rd and 7th bays) with rusticated columns supporting entablature with large segmental pediment and the terminal bays are identical to those of the front. INTERIOR: noted as having iron supports to an iron-trussed roof. HISTORY: sailors lived in hulks until the first barracks were built here at Devonport in the late C19, followed by similar designs at Chatham and Portsmouth; HMS Drake was the only one built in ashlar. Sheds for indoor drill were introduced into barracks during the 1880s, and this is comparable with the very large examples at the other two naval barracks. Part of one of the finest and most complete barracks in England, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44784 56778

HMS DRAKE FROBISHER BLOCK RIGHT OF MAIN ENTRANCE

List Entry Number: 1386368

HMS DRAKE FROBISHER BLOCK RIGHT OF MAIN ENTRANCE, SALTASH ROAD

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473753

Reasons for Designation

PLYMOUTH SX4556NW SALTASH ROAD, Devonport
740-1/32/165 (West side) 08/07/98 HMS Drake: Frobisher Block right of Main Entrance
GV II

Commodore's office. 1879–86. Supervised by Engineer Lt-Colonel P Smith RE. Dressed Plymouth limestone brought to course; dry slate roof behind parapet with moulded entablature and plain end copings; end, axial and lateral stacks, all with moulded entablature. Free Classical style. PLAN: very long rectangular plan plus small pay office wing at road front plus full-length verandahs to both fronts, the inner verandah later glazed. EXTERIOR: 2 storeys; 4:1:2:8-bay 14-window range to inner front, other front similar but with central wing with louvred roof. Original 12-pane horned sashes. The original cast-iron downpipes feed into the stanchions, with Composite capitals, of the verandah. Doorways have segmental arches over pairs of doors with bolection-moulded panels; overlights. The parapet entablature returns at the ends to give the effect of pediments. INTERIOR: not inspected. HISTORY: sailors lived in hulks until their first barracks were built here at Devonport, then at Chatham and Portsmouth. These followed a similar design, although HMS Drake was built from ashlar. Part of the initial phase of construction, and part of one of the finest and most complete barrack complexes in England, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989-: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 45001 56824

HMS DRAKE HOWARD BUILDING, SALTASH ROAD

List Entry Number: 1386369

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473754

Reasons for Designation

PLYMOUTH SX4556NW SALTASH ROAD, Devonport
740-1/32/167 (West side) 08/07/98 HMS Drake: Howard Building
GV II

Officer's accommodation, now administration block. 1879–86, Superintendent Engineer Lt-Col P Smith, RE; extended to SW 1929. MATERIALS: rusticated Plymouth limestone to basement, otherwise limestone brought to course and with limestone dressings; dry slate mansard roof behind parapet with 3 pilastered and segmental-pedimented dormer windows and roof hidden behind balustraded parapets of flanking attic storeys. Free Classical style. PLAN: articulated rectangular plan plus small plan projection to centre of each end. EXTERIOR: 2 storeys plus attic, or attic storey, over basement; symmetrical 1:3:1-bay front. Keyed segmental arches and band to basement, sill string above and pilasters dividing bays; mid-floor entablature plus roundelled balconies on shaped brackets; architraves to openings, moulded hoods on consoles above French windows and moulded parapet entablature; 3-bay attic storeys with pilasters dividing bays and side bays blind. Original 12-pane horned sashes and French windows and original panelled doors to central doorway surmounted by segmental pediment on shaped brackets. Other elevation with similar detail where inspected. INTERIOR: not inspected. HISTORY: this was the original officer's accommodation when the barracks was first occupied. They moved into the Wardroom (qv) when it was completed in 1902. Sailors lived in hulks until their first barracks were built here at Devonport, then Chatham and Portsmouth. They followed the same designs, but HMS Drake was the only one built in ashlar. Part of one of the finest and most complete barracks complex in England, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989-: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 45022 56764

HMS DRAKE MAIN GATEWAY WITH GATE PIER ARCHES, GATES, FLANKING WALLS AND RAILINGS, SALTASH ROAD

List Entry Number: 1386370

Grade: II

Date first listed: 01-May-1975

Legacy System: LBS UID: 473755

Reasons for Designation

PLYMOUTH SX4556NW SALTASH ROAD, Devonport
740-1/32/169 (West side) 01/05/75 HMS Drake: Main Gateway with gate-pier arches, gates, flanking walls & railings
GV II

Formerly known as: (HMS Drake) Main Gates to Saltash Road SALTASH ROAD Devonport. Entrance gates, gate-pier arches, flanking walls at main entrance, with railings extending approx 400m to S and SW. 1906-7, Superintendent Engineer possibly Major Monro Wilson, RE. Dressed Plymouth limestone and iron railings. Wide carriageway flanked by 2 pedestrian entrances through 2 Classical style arches plus low curved-plan wall on the right surmounted by iron railings, high wall linked to guardroom block with clocktower on the left. Each round keyed arch has flanking vermiculated pilasters. Dentilled entablature with pulvinated friezes and centre panels surmounted by segmental pediments with richly carved panels and central wreaths with twined anchors. Wrought-iron gates with close-set bars, double top rails and triple lock/bottom rails with scrolled decoration between the 2 bottom rails. Pedestrian gates also have turned decoration between top rails and scrolled tympanae. HISTORY: the main entrance was built as part of the third phase of construction of the barracks, though the design may have been settled in the 1870s when the barracks was begun, since the later buildings are consistent with the earliest. Formed the main entrance to the first navy barracks, now one of the finest and most complete in England, manifesting the importance and status of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 45052 56778

HMS DRAKE SEYMOUR BUILDING, SALTASH ROAD

List Entry Number: 1386371

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473756

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport
740-1/4/170 (West side) 08/07/98 HMS Drake: Seymour Building
GV II

Officer's accommodation, now administration block on naval base. 1879-86, Superintendent Engineer Lt-Col P Smith, RE. MATERIALS: Plymouth rusticated limestone ashlar to basement of right-hand block, dressed Plymouth limestone brought to course above and with limestone dressings; dry slate mansard roofs; dormer windows behind parapets to centre and left; right-hand block with pilastered dormer windows with segmental pediments flanked by attic storeys to end bays surmounted by balustraded parapets; all parapets with moulded cornices. Free Classical style. PLAN: articulated rectangular plan. EXTERIOR: 2 storeys plus attic over basement; 1:3:1:3:1:3:1-bay front. Keyed segmental arches and string to basement; pilasters flanking bays which are broken forward; architraves to openings; original 12-pane horned sashes and French windows to balconies. Recessed central bays have central doorway approached by steps on bridge. The moulded doorway is broken forward and has arms between door head and moulded entablature; window immediately above entablature has scrolled abutments. Right-hand block has fretted balconies on shaped brackets and consoles with hoods above French windows; central bay has segmental pediment to balcony. Attic storeys are 3 bays, with blind side bays, divided by pilasters. Other elevations with similar detail where inspected. INTERIOR: not inspected. HISTORY: this was the original officers' accommodations when the barracks was first occupied. The officers moved into their new quarters in the Wardroom (qv) when it was completed in 1902. Sailors lived in hulks until the first naval barracks were built here at Devonport, followed by similar designs in brick at Chatham and Portsmouth. Part of one of the finest and most complete barrack complexes in England, manifesting the importance and status of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44978 56719

HMS DRAKE ST NICHOLAS ROAD EXMOUTH BLOCK, SALTASH ROAD

List Entry Number: 1386372

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473757

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport

740-1/4/171 (West side) 08/07/98 HMS Drake: St Nicholas Road, Exmouth Block

GV II

Large barrack, one of 3 similar blocks. 1907. MATERIALS: Dressed Plymouth limestone brought to course and with limestone dressings; slate or asbestos slate roof behind parapets with moulded cornices to sides, and to projecting blocks, and behind pedimented gables with flanking panelled stone stacks with moulded entablature. STYLE: Free Classical. PLAN: overall long rectangular plan plus projecting corner wings and central wings to sides. EXTERIOR: 3 storeys; symmetrical 2:3:2-bay ends which are principal entrance fronts with central doorways with flanking pairs of windows. Doorways at slightly irregular intervals also to 2:8:2:8:2-bay sides. Mid-floor moulded entablature; Entrance fronts have keyed segmental arches to ground floor and pediments to centre of wings; keyed round arches to recessed pilastered openings to 1st floor and flat heads with pediments to 2nd floor. Returns of the corner blocks have similar detail to the fronts. The central wings of the sides have rock-faced pilasters dividing the bays and triangular pediments to the parapets. The long ranges set back between have pedimented hoods on brackets to 1st floor and consoles resembling machicolations above 2nd-floor windows. INTERIOR: not inspected but noted as having large dormitories with end corner wash rooms and central stairs. HISTORY: the last of 5 original barracks to be built; in their plan they followed the pavilion principle, better known for hospitals. They were originally fitted with hammocks. Sailors lived in hulks until their first barracks were built, first at Devonport, then Chatham and Portsmouth. They were built to similar plans, although only HMS Drake was of ashlar. Part of one of the finest and most complete barracks complexes in England, manifesting the importance and status of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44863 56914

HMS DRAKE ST NICHOLAS ROAD GRENVILLE BLOCK, SALTASH ROAD

List Entry Number: 1386373

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473758

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport

740-1/4/172 (West side) 08/07/98 HMS Drake: St Nicholas Road, Grenville Block

GV II

Large barrack, one of 3 similar blocks. 1901, Superintendent Engineer Lt-Col P Smith, RE.

MATERIALS: dressed Plymouth limestone brought to course and with limestone dressings; slate or asbestos slate roof behind parapets with moulded cornices to sides, and to projecting blocks, and behind pedimented gables with flanking panelled stone stacks with moulded entablature. **STYLE:** Free Classical. **PLAN:** overall rectangular plan plus projecting corner wings and central wings to sides. **EXTERIOR:** 3 storeys, over basement on the lower ground [the ground floor is slightly below ground level at the higher end]; symmetrical 2:3:2-bay ends which are principal entrance fronts with central doorways flanked by pairs of windows; doorways at slightly irregular intervals also to 2:8:2:8:2-bay sides. Mid-floor moulded entablature; entrance fronts have keyed segmental arches to ground floor and pediments to centre of wings; keyed round arches to recessed pilastered openings to 1st floor and flat heads with pediments to 2nd floor. Returns of the corner blocks have similar detail to the fronts. The central wings of the sides have rock-faced pilasters dividing the bays and triangular pediments to the parapets. The long ranges set back between have pedimented hoods on brackets to 1st floor and consoles resembling machicolations above 2nd-floor windows. Original horned sashes with glazing bars and panelled doors. **INTERIOR:** not inspected, but noted as having large dormitories, with end corner washrooms and central stairs. **HISTORY:** part of the second phase of construction; in their plan the barracks followed the pavilion principle, better known for hospitals. They were originally fitted with hammocks. Sailors lived in hulks until their first barracks were built, here at Devonport, then Chatham and Portsmouth. HMS Drake was the only one built of ashlar. Part of the finest and most complete barrack complexes in England, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44828 56881

HMS DRAKE ST NICHOLAS ROAD RALEIGH BLOCK, SALTASH ROAD

List Entry Number: 1386374

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473759

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport
740-1/4/173 (West side) 08/07/98 HMS Drake: St Nicholas Road, Raleigh Block
GV II

Large barrack, one of 3 similar blocks. 1901, Superintendent engineer Lt-Col P Smith, RE. **MATERIALS:** dressed Plymouth limestone brought to course and with limestone dressings; slate or asbestos slate roof behind parapets with moulded cornices to sides, and to projecting blocks, and behind pedimented end gables with flanking panelled stone stacks with moulded entablature. **STYLE:** Free Classical. **PLAN:** overall rectangular plan plus projecting corner wings and central wings to sides. **EXTERIOR:** 3 storeys, over basement on the lower ground (the ground floor is partly below ground level at the higher end); symmetrical 2:3:2-bay ends which are principal entrance fronts with central doorways and pairs of flanking windows. Doorways at slightly irregular intervals also to 2:8:2:8:2-bay sides. Mid-floor moulded entablature; entrance fronts have keyed segmental arches to ground floor and pediments to centre of wings; keyed round arches to recessed pilastered openings to 1st floor and flat heads with pediments to 2nd floor. Returns of the corner blocks have similar detail to the fronts. The central wings of the sides have rock-faced pilasters dividing the bays and triangular pediments to the parapets. The long ranges set back between have pedimented hoods on brackets to 1st floor and consoles resembling machicolations above 2nd-floor windows. **INTERIOR:** not inspected, but noted as having large dormitories with end corner washrooms and central stairs. **HISTORY:** part of the second phase of construction of HMS Drake; in their plan the

barracks followed the pavilion principle better known for hospitals. They were originally fitted with hammocks. Sailors lived in hulks until their first barracks were built, here at Devonport, then Chatham and Portsmouth. Built to a common design, HMS Drake was the only one of ashlar. Part of one of the finest and most complete barrack complexes in England, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44799 56845

HMS DRAKE ST ANDREWS CHURCH, HMS DRAKE THEATRE COMPLEX, SALTASH ROAD

List Entry Number: 1386375

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473760

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport
740-1/4/174 HMS Drake: Theatre Complex 08/07/98
GV II

Includes: HMS Drake: St Andrew's Church SALTASH ROAD Devonport.

Barrack master's house and canteen, converted to theatre and associated recreation and service rooms, now partly a church. 1879-86, extended 1892-1912, Superintendent Engineer Lt-Col P Smith, RE. MATERIALS: Plymouth limestone: rock-faced ashlar to basement of theatre end, otherwise limestone brought to course and with limestone dressings; slate roofs behind parapets with moulded entablature or triangular pediments; stone axial and lateral stacks with moulded entablature; louvred ventilator above projection room of theatre. STYLE: Free Classical. PLAN: single-depth plan house at N end with canteen to S side, separated by a courtyard; a wide through passage and attached single-storey cloakrooms at the higher end of the theatre, then a pedimented 2-storey block, plus another block at the higher end. EXTERIOR: theatre over basement, single-storey link building, otherwise 2 storeys; 1:6-bay theatre with pedimented moulded doorway approached by steps on the left and blind windows. Theatre passage and buildings on the right are set back from the theatre. Passage has wide round-arched doorway with corbelled impost; 2 tall transomed windows right of this with plain architraves. The parapet entablature continues as a mid-floor entablature across the 5-bay pedimented front approached by full-width round-ended flight of steps; keyed oculus to pediment. Building on right is 3-window 1st-floor range with segmental-arched ground-floor openings: a doorway on the left and a window on the right. Above the doorway is a banner inscribed FISHER. Wider 3-window right-hand return has similar details. 3-bay left-hand return of Theatre has central triangular pediment over large 3-light round-arched window with square columns as mullions; blind flanking windows. 2-window-range side wall of house left of Theatre. Rear has similar general detail to other elevations. On the left is a wing with a central tripartite window on each floor; right of this are ramped walls to courtyard of building with pedimented end; right of this another tripartite window and the round arch of the rear of the through passage, then there is a 4-window range with horned sashes with glazing bars. Set back right of this is a large 3-light double-transomed window but with squat ground floor flush with the flanking buildings. At far right is the 4-window-range house front with pedimented and moulded doorway on the right approached by a flight of steps; original horned sashes with glazing bars and pair of panelled doors. INTERIOR: of theatre has original roof structure with tie rods. Office has dogleg stairs and panelled doors. Other buildings not inspected. HISTORY: built and used as Barrack Master's quarters and canteen until 1912. Theatres were built in a number of military

barracks in the late C19, though HMS Drake was the only one of the navy's three first barracks to have one. Now houses St Andrew's Church. Part of one of the finest and most complete barrack complexes in England, manifesting the Royal Navy's status and importance at this time. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44905 56849

HMS DRAKE WARDROOM, OFFICERS QUARTERS AND MESS, SALTASH ROAD

List Entry Number: 1386376

Grade: II*

Date first listed: 01-May-1975

Legacy System: LBS UID: 473761

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport
740-1/4/175 HMS Drake: Wardroom, Officer's 01/05/75 quarters and Mess
GV II*

Formerly known as: (HMS Drake) Wardroom Blocks SALTASH ROAD Devonport.

Officer's quarters and wardroom blocks. 1898–1902, Superintendent Engineer Major Monro Wilson, RE. MATERIALS: Plymouth limestone rock-faced ashlar to ground floor, otherwise dressed limestone brought to course and with limestone dressings; dry slate hipped roofs; stone partly external end stacks, axial and lateral stacks, all with panels and moulded cornices. STYLE: Free Classical. PLAN: central double-depth wardroom linked by 1st-floor passages on 2-span bridges to double-depth quarters blocks at right angles to rear wings. EXTERIOR: 3 storeys; slightly asymmetrical 1:2:1:2:1-bay centre block flanked by symmetrical 2:1:2-bay fronts which are similar to the fronts of the rear wings. All blocks have pilasters dividing bays to upper floors, window architraves, moulded hoods above 1st-floor windows, apron entablature to 1st floor, moulded sill string to 2nd floor and moulded parapet with lower cornice; original horned sashes with glazing bars to top halves and original panelled doors. Central block has tall entrance tower which rises 2 stages above main parapet level. Tetrastyle Ionic porch is approached by a double L-plan staircase; 2 central windows above, then cornice linked to parapet cornice; 4 pilasters and central round-arched window to next stage and entablature below octagonal cupola with round arches and Ionic columns plus further entablature sloped in towards dome with turned finial. Left of the tower is the staircase bay with tall double-transomed 3-light round-arched window over 3-light flat-headed window; right of the tower are paired sashes, then next bays on either side have tall sashes. The end bays are canted with 3-light bay windows. Other fronts have tripartite entrances and 1st-floor balconies with roudelled balustrades carried on moulded brackets. Below triangular parapet pediment to each entrance bay is a tall round-arched transomed 3-light stair window above a squat 3-light window. INTERIOR: wardroom has a richly-decorated interior with a fine central entrance hall divided by marble columns with a large open well stair with moulded balusters, decorated mess rooms each side with pilasters, cornices and wainscot, and the rear central dining room with panelled walls, large fireplaces with painted panels; axial corridor with bedrooms on upper floors. HISTORY: part of the second phase of the barracks, the officers were housed in Howard and Seymour blocks (qqv) before it was built. Sailors lived in hulks until the first barracks were built for them here at Devonport, then Chatham and Portsmouth. This is probably the finest and most ambitious officers mess on an English barracks, executed in a bold Free Style manner, with careful attention to detail and compositional quality, and forming the centrepiece of a complete planned group. More richly decorated though of similar plan form to the equivalent buildings at HMS Pembroke at Chatham and HMS Nelson at Portsmouth. Part of a complete complex, manifesting the status and importance of the Royal Navy at this time. (The Buildings of England: Pevsner N: Devon: London: 1989:

655 & 656; PSA Drawings Collection, NMR Swindon: PLM 248-284).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44997 56685

HMS DRAKE TERRACE WALLS IN FRONT OF THE WARDROOM, SALTASH ROAD

List Entry Number: 1386377

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 473762

Reasons for Designation

PLYMOUTH SX45NW SALTASH ROAD, Devonport

740-1/4/176 (West side) 08/07/98 HMS Drake: Terrace walls in front of the Wardroom

GV II

Terrace walls. c1902. Dressed Plymouth limestone walls with buttressed piers and turned balustrades surmounted by wrought-iron lamps. Walls parallel to front of Wardroom Blocks (qv) and with 3 flights of broad steps. Part of a fine planned group with the Wardroom and officer's quarters, within a complete barracks complex. (The Buildings of England: Pevsner N: Devon: London: 1989: 655 & 656).

Selected Sources

1. Book Reference - *Author:* Pevsner, N and Cherry, B - *Title:* The Buildings of England: Devon - *Date:* 1989 - *Page References:* 655-656 - *Type:* DESC TEXT

National Grid Reference: SX 44972 56658

K6 TELEPHONE KIOSK (PLYMOUTH 563568) OUTSIDE GATES TO HMS DRAKE, SALTASH ROAD

List Entry Number: 1386378

Grade: II

Date first listed: 27-Mar-1990

Legacy System: LBS UID: 473763

Reasons for Designation

PLYMOUTH SX4556NW SALTASH ROAD, Devonport

740-1/32/177 (West side) 27/03/90 K6 Telephone Kiosk (Plymouth 563568) outside gates to HMS Drake

GV II

Telephone kiosk. Type K6. Designed 1935 by Sir Giles Gilbert Scott. Made by various contractors. Cast-iron. Square kiosk with domed roof. Unperforated crowns to top panels and margin glazing to windows and door.

National Grid Reference: SX 45052 56790

EAST ROPERY, FORMERLY SPINNING HOUSE (S 132), AND ATTACHED RETAINING WALLS, SOUTH YARD

List Entry Number: 1388400

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476411

Reasons for Designation

740-1/98/227 SOUTH YARD

13-AUG-1999 DEVONPORT DOCKYARD

EAST ROPERY, FORMERLY SPINNING HOUSE (S 132), AND ATTACHED RETAINING WALLS

(Formerly listed as:

SOUTH YARD DEVONPORT DOCKYARD SPINNING HOUSE (S 132) AND ATTACHED RETAINING WALLS)

GV I

Spinning house (S132), renamed East Ropery in 1815, now a store. Constructed 1763-71, but was gutted by fire in 1812. It was rebuilt in 1813-17 to the designs of Edward Holl, architect to the Navy Board. The building was reduced in length at its northern end following bomb damage in 1941.

MATERIALS: It is built of random limestone rubble with limestone ashlar dressings under a pitched roof clad in corrugated metal sheeting. The south gable end is rendered, while the truncated north end which has been closed off with concrete block is clad with metal sheeting. The window openings have cast-iron frames with panelled shutters of either iron or timber, of which the latter are replacements, to the lower section and small panes of clear glazing above. The external steel escape stairs are not of interest. Internally, the building has a fireproof iron frame and roof trusses.

PLAN: It has a linear, rectangular open plan, though the last five bays at the southern end have a slightly wider footprint than the rest of the building.

EXTERIOR: A 57-bay range of three storeys with cellars. The building has a plinth, rusticated quoins, moulded eaves cornice and a coped south gable, with plain surrounds to the openings. Both the west and east elevations have a largely symmetrical arrangement of window openings with segmental-arched stone surrounds and iron frames of small panes. There are also a number of additional openings, some of which are blocked, that are understood to have formerly enabled the transfer of twine between the spinning house and the adjacent laying house (largely demolished), and the tarred yarn stores. At the southern end of the east elevation is a corrugated metal lean-to marks the position of the former engine house. At irregular intervals along the west and east elevations are doorways, including several former taking-in doors with hoist platforms. The south gable end has a wide segmental-headed entrance with wooden double doors to the lower left side; three symmetrically-arranged windows to the first and second floors; and an oculus in the gable. A brick-lined, arched passageway runs beneath the central part of the building, and a second lies immediately to the north of the north end.

INTERIOR: The building retains its fireproof internal frame comprising a central aisle of cast-iron columns connected vertically by spigots, supporting T-section transverse beams with curved upper web and spanner ends meeting over the columns, and joists slotted into the sides. Most of the floors are York stone slabs which were used to reduce the risk of a fire. Some fittings related to rope-making survive, including iron pulley wheels, transmission brackets, and iron guide rails. The roof structure is a mixture of cast iron in compression for the principal rafters and the cruciform diagonal struts, and wrought iron in tension forming the round-section king and queen struts and square-section ties. These extend both transversely between the principals and longitudinally along the centre of the building.

SUBSIDIARY FEATURES: Rubble retaining walls extend approximately 90m to the south-east side in three sections formed by a ramp leading down to the tunnels beneath the East Ropery.

HISTORY: The importance of Plymouth as a base for English fleets in the Western Approaches was recognised in the late C17, and the construction of a dockyard was instigated by William III. A ropeyard was laid out in the 1690s, on an east-west axis along the southern side of the dockyard. The various stages involved in rope production required a number of separate buildings with different functions, and the ropeyard or ropery was thus designed to facilitate efficient production and formed a distinct part of the dockyard. The processes of spinning hemp into twine and the laying of rope took place in separate spinning and laying houses (the most distinctive parts of the ropery) at Devonport. During the remodelling of the dockyard in the mid-C18, new ropeyard buildings, including twin spinning and laying houses, were erected on the eastern boundary of the enlarged dockyard. After the spinning house was gutted by fire in 1812 plans were drawn up by Edward Holl, the Navy Board architect, to 'restore' the ropery, using cast

and wrought iron in place of timber, with stone flagged floors. The new spinning house, which was re-named the East Ropery in 1815, appears to have been largely completed by late 1817, at which time it was considered one of the largest fireproof buildings in the country. Rope production continued until 1941. During World War II, as a result of bomb damage, the laying house was reduced to only its foundations and the spinning house to the east was shortened by almost a third at its northern end. Between 1945 and 1969 the Spinning House served as a training centre for shipwright apprentices; it is now used partly for storage, though much of the building is unoccupied.

SOURCES

Unicorn Consultancy: Historic Structure Quadrennial Inspection - The East Ropery, Spinning House, South Yard, HM Naval Base Devonport, Plymouth (1999)

Unicorn Consultancy, HM Naval Base Devonport - Feasibility Study for the Re-Use of Building S132 - East Ropery: Plymouth (1996)

Faulkner K, Fireproof Mills - The Widening Perspective (1993), Industrial Archaeology Review, pp 16-17

N. Pevsner, The Buildings of England: Devon (1989), pp. 652

Coad J, The Royal Dockyards 1690-1850 (1989), pp. 199-203

Holl E, Plans of the Spinning House, (1811) ADM 140/267

REASON FOR DESIGNATION: The East Ropery, South Yard, Devonport Naval Dockyard is designated at Grade I, for the following principal reasons:

* Architecture: a highly significant example of early-C19 industrial architecture which, despite the loss of its northern section, is remarkably well-preserved

* Design: of particular note for its internal fire-proof frame and roof trusses which represent an early and pioneering example of this type of construction

* Rarity: a rare and outstanding survival of a specialist rope-spinning house in the context of a naval dockyard, as well as being important in terms of its level of intactness

* Historic Interest: it is an integral part of the naval dockyard at Devonport and forms a cogent grouping with the associated ropery buildings, as well as other dockyard buildings in South Yard

National Grid Reference: SX 45188 54215

NORTH SMITHERY (SO 23), SOUTH YARD

List Entry Number: 1388402 (see HAR, PCC BAR, Streets D-F (2005))

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476413

Reasons for Designation

SX 4454 NE PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/95/203 North Smithery (SO 23)

GV II*

Alternatively known as: The Old Smithery, SOUTH YARD, Devonport Dockyard. Smithery, disused. Designed 1808 by Sir Samuel Bentham, Inspector General, extended 1847, cut by railway 1879, extension demolished mid C20. Roughly coursed Dunstone rubble with limestone ashlar dressings; truncated brick chimney to SE corner and corrugated sheet hipped valley roof; internal cast-iron columns. Rectangular plan with central line of columns to valley, and spaces to Wand E for forges. EXTERIOR: 2 storeys externally; 11-window E and W elevations, 6-window N and S elevations. Plain walls with plat band and rusticated quoins, square-headed plat surrounds to windows, some boarded and some with 12-pane ground-floor and 9-pane first floor cast-iron casements. Rail tunnel passes at an angle through the building, via segmental arches with rusticated architraves on Wand N elevations. Chimney, truncated at eaves height, incorporated into the building. Rear elevation has stone corbels at ground-floor height and cast-iron brackets, as well as other evidence of former processes. INTERIOR: contains a central aisle of tall cast-iron columns to the valley, attached to

lower slightly tapered iron columns to a gantry crane in the W section with an early C19 hand-operated traveller; the louvred vents were removed late C19, the roof has late C19 purlins over original queen-post trusses. A c1879 corrugated iron tunnel encloses the train track. HISTORY: the E half originally had 18 small forges, and the W half 5, the position of whose flues can be found in the roof, which had ridge louvre vents. Fitted with steam-powered machinery from 1845, and the single larger stack built soon afterwards. The tunnel connecting South Yard with the 1853 Steam (now North) Yard was built in 1856 but operated by horse wagons; steam trains had a larger turning circle, hence the need to cut through the works when they were introduced. Both the 1776 South Smithery at Devonport, and the 1808 smithery at Chatham (qv), (where Bentham proposed the use of steam blowing engines, not apparently used at Devonport), have a courtyard plan, but were technologically traditional, and similar to the Devonport new smithery. Of considerable historical importance as one of Bentham's innovations to the Dockyards, this also is one of the earliest and least altered buildings of its type in the country. (Sources: Coad J: The Architectural Development of Devonport Naval Base 1815-1939: 13; Evans D: The Buildings of the Steam Navy: 1994: 4-5; Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 152-155).

Selected Sources

1. Book Reference - *Author:* D Evans - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 4-5
2. Book Reference - *Author:* Coad, J - *Title:* The Architectural Development of Devonport Naval Base 1815-1939 - *Page References:* 13
3. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690-1850: architecture and engineering works of the sailing navy - *Date:* 1989

National Grid Reference: SX 44862 54618

DOCKYARD MUSEUM, FORMER OFFICE (SO 32), SOUTH YARD

List Entry Number: 1388408

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476419

Reasons for Designation

SX 4445 NE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/95/208 Dockyard Museum, former Pay Office (SO 32)
GV II*

Pay office and guard house, now museum. c1780. Roughly coursed limestone rubble with tooled ashlar dressings, a different limestone for the top floor, and hipped Welsh slate roof; truncated stacks. T-plan with central rear wing. EXTERIOR: 3 storeys; symmetrical 7-window range. Rusticated quoins, plat band and deep eaves, segmental-arched plat surrounds to C19 door one bay from left and original panelled door on right with 2-pane overlights and C19 horned 6/6-pane sashes. Similar fenestration to 2-window returns and to rear, the wing has a left-hand side doorway with 4-panel door. INTERIOR: upper floors have raised ovolo panelling with dentil box cornice, the S ends divided into two rooms with eared architraves to fireplaces, the main rooms with large S fireplaces with reeded architraves, and segmental-arched architraves to panelled doors and shutters. Ground-floor has quadripartite vaulting with (later) cast-iron columns and panelled window shutters set in moulded architraves. Rear wing has two opposing flights of stone dog-leg stairs with iron balusters and wreathed handrails. First-floor has safe room with iron door. HISTORY: the small first-floor rooms were for the Chief and Assistant Cashiers. The c1808 Pay Office at Portsmouth, possibly designed by Samuel Bentham, and the 1828 Sheerness Pay Office (qv) were also fireproof buildings, with similar plans. A remarkable example of a specialist C18 office, of special interest as an early fireproof design combining pay office and guard house, which reflects the scale and complexity of the operation of the Dockyard in the late C18. (Sources: The Buildings of England: Pevsner N:

Devon: London: 1989: 651; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 48).

Selected Sources

1. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 651
2. Book Reference - *Author:* Coad, JG - *Title:* The Royal Dockyards 1690–1850: architecture and engineering works of the sailing navy - *Date:* 1989 - *Page References:* 48

National Grid Reference: SX 44972 54625

NUMBER 1 DOCK AND BASIN AND NUMBER 2, 3 AND 4 DOCKS AND ASSOCIATED BOLLARDS, SOUTH YARD (see scheduling 10002642)

List Entry Number: 1388409

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476420

Reasons for Designation

SX 4454 NE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/95/217 No.1 Dock and Basin and Nos. 2, 3 and 4 Docks and associated bollards
GV II*

Dry docks and basin. C18 and C19, with origins in 1690s. Granite and limestone ashlar. Planned facing west towards Hamoaze, with No. 4 dock to north and No. 1 dock and basin to south. All docks of conventional form with altars stepped towards centre and slides for materials; basin walls rounded into pier heads at entrance and have steps for pedestrian traffic. No. 1 DOCK AND BASIN: built 1690s to designs of Edward Dummer, Surveyor to the Navy Board, but completely rebuilt -on an alignment slightly further to south -and basin enlarged in 1840s. No. 2 DOCK: built as double dock 1721, altered and deepened 1771–3, remodelled as single dock 1840s and extended 1898. C18 ashlar on north side; late C19 rails for crane. No. 3 DOCK: begun 1758, rebuilt c.1890, with flanking late C19 crane rails set between two tiers of 20 segmental arches which allowed cranes to come closer to ships. No. 4 DOCK: 1780s, with late C19 iron lock gates. All docks separated by pier heads, of mid and late C18 date but considerably rebuilt late C19 and extended further to west in concrete (not of special interest). Cast-iron bollards are included in the listing, mostly late C19 and inscribed VR but including some upturned muzzle-loading cannon. Hydraulic capstans each side of the lock gates to No.4 dock are dated 1897; other capstans by Cowans Sheldon and Co are dated 1939. HISTORY: after Portsmouth, these comprise the best group of C18 and C19 naval docks in Britain.

National Grid Reference: SX 44738 54573

SOUTH SAW MILLS (S 128, 148, 149, 150), SOUTH YARD

List Entry Number: 1388413 (see HAR, PCC BAR Streets D-F (2005))

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476424

Reasons for Designation

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/97/225 South Saw Mills (S 128,148, 149, 150)
GV II*

Saw mills, disused. c1856–59, probably designed by Col G T Greene, RE, Director of the Admiralty Works Department; sawing machinery by James Horn, steam engine by Easton and Amos. Limestone ashlar with corrugated sheet roof, fire proof iron internal frame. PLAN: rectangular open plan with 7x5-bay saw mill and N former engine and boiler house and chimney (demolished)

attached to its W end. 2 storeys, attic and basement; 8:2-window E and W range, 1 :6-window N range and 2:3:2-window S range. EXTERIOR: E and W elevations have wide clasping pilasters to a cornice and coped parapet, plat band, the 2-window N ends set forward, the second bay from the N has a double door with a radial fanlight, the first bay has a blocked ground-floor window; the main saw mill range to the S has an iron-framed ground-floor of large I-section cast-iron stanchions and sliding metal doors beneath continuous upper glazing with three 12-pane lights to each bay. A sloping apron of granite setts extends down from the doors. N engine and boiler house elevation has a 1-window E section set forward, with fenestration as the E elevation. S elevation has openings within matching arched recesses, round on the ground floor and segmental on the first, to ground-floor 6/6-pane sashes and tilting first-floor casements. 3 gables, taller in the middle, separated by buttresses. INTERIOR: a massive, fire-proof, internal cast-iron frame with hollow round columns to a jack-arch floor springing from cast-iron beams with parabolic bottom flanges; iron roof trusses with hollow section iron valley beams. Open-well stone stair in NE corner. HISTORY: closely related to Greene's contemporary saw mill and smithery at Sheerness (qv). Timber was fed in from the E, through 4 reciprocating frame saws and 3 circular saws arranged along the N-S axis of the mill. In the engine house was a pair of 50hp Easton and Amos rotative beam engines with spur gearing to the drive shaft, and probably providing a forced draft to the adjoining South Smithery (qv). The iron frame is a comparatively old-fashioned system, the heavy work of the mill, built to withstand severe vibration, directing this robust design. Considerable interest as an almost complete fireproof multi-storey saw mill by one of the most important RE officers involved in iron-framed buildings in the dockyards, with its sister building the South Smithery (qv). (Source: PSA Drawings Collection: Unsigned Drawings: 1855: PLM 93-96; Sheerness Dockyard: 1994).

National Grid Reference: SX 44986 54180

THE SCRIEVE BOARD (S 122), SOUTH YARD

List Entry Number: 1388417 (see scheduling 1002575)

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476428

Reasons for Designation

SX 4454 SE PLYMOUTH SOUTH YARD, Devonport Dockyard

740-1/97/232 The Scribe Board (S 122)

GV II*

Covered slip, mould loft, now pattern shop. 1814–1821, by Sir Robert Seppings, RN. Timber frame with corrugated iron sides and metal sheet hipped roof. Apsidal aisled plan. Gabled end faces the river, the sides clad with corrugated sheet overhung by the roof, and backing against the Composite shipbuilding shed (qv). INTERIOR: open with compound timber stanchions to cantilevered principals braced to the 1 stanchions and to a collar beneath a shallow pitched roof; principals extend out over the outer aisles with 2 braces. The former slip is covered over but original masonry survives beneath the floor. HISTORY: scribe board refers to the name for mould lofts for drawing out metal ships. Slip covers were introduced to protect wooden ships during construction, and although they were built in all the Royal Yards, only three timber examples survive today, two at Plymouth and the largest one at Chatham (qv). The trusses were supported by the cantilever effect of the overhang outside the posts. They were in their time the widest spans in Britain, and the widest in the world except for riding schools in Germany and Russia. As such they pre-figure the iron slip covers of the 1840s and the subsequent great roofs of the railway termini. (Sources: Sutherland, RJ: *The Journal of the Newcomen Society*: London: 1989; Coad, J: *Historic Architecture of the Royal Navy*: London: 1983: 46).

Selected Sources

1. Book Reference - *Author:* Coad, J. - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 46

2. Article Reference - *Date:* 1989 - *Journal Title:* The Journal of the Newcomen Society

National Grid Reference: SX 44859 54124

RAILINGS, PIERS AND GATEWAY TO KINGS HILL GAZEBO, SOUTH YARD

List entry Number: 1388429

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476440

Reasons for Designation

SX 4555 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/212 Railings, piers and gateway to Kings Hill Gazebo
GV II*

Railings, piers and gateway. 1822. Cast and wrought iron. A pair of inverted muzzle-loading cannon inscribed GR form gate piers, linked by an overthrow with a gilded finial, decorative gate with curved sides and central oval, and with wrought-iron railings each side, which extend approx. 10m up the path to the Gazebo (qv), and surrounding a central fountain on top. HISTORY: this is an integral part of the Kings Gazebo, which was built to mark the visit of George III, who asked that this remnant of the former topography of the Dockyard be left.

National Grid Reference: SX 45176 54045

KINGS HILL GAZEBO (S 186), SOUTH YARD

List entry Number: 1388430

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476441

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/213 Kings Hill Gazebo (S 186)
GV II*

Gazebo. 1822. Rendered wood frame with a swept conical metal sheet roof. Single-room plan with 4 concave sides. EXTERIOR: single storey; 4-bay range. Gazebo has steeply concave sides and 8 timber fluted Doric columns to a circular entablature with shallow modillions, S clock, inscribed "TO PERPETUATE THE RECOLLECTION OF THE VISIT OF HIS MAJESTY GEORGE III OF BLESSED AND GLORIOUS MEMORY, AND OF HIS MAJESTY'S ADMIRATION OF THE ROCK ON WHICH IT STANDS, AND THE SCENE AROUND. THIS BUILDING WAS ERECTED IN THE YEAR 1822". French doors in each side have margin panes. The Kings Hill partly built up of large rubble blocks, has a statue of a female figure flanked by niches and with an iron cover over on the SE side. INTERIOR: plain octagonal interior. HISTORY: built to commemorate a visit by George III, on a piece of land left isolated by excavation for the South Yard, and indicating the former topography of the area. Part of a group with the gate and railings (qv) surrounding the hill, with a winding pebbled path. (Source: The Buildings of England: Pevsner N: Devon: London: 1989: 652).

Selected Sources

1. Book Reference - *Author:* Pevsner, Nikolaus - *Title:* Devon North - *Date:* 1952 - *Journal Title:* The Buildings of England - *Page References:* 652

National Grid Reference: SX 45164 54042

COVERED SLIP (S 180), 1, SOUTH YARD

List entry Number: 1388431 (see scheduling 1002574)

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476442

Reasons for Designation

SX 4554 SW PLYMOUTH SOUTH YARD, Devonport Dockyard
740-1/98/215 No. 1 Covered Slip (S 180)
GV II*

Slip and slip cover. 1770s slip, cover 1814 designed by Sir Robert Seppings. Timber frame with metal sheet mansard roof, and limestone and granite slip. Apsidal aisled plan. Open E gable formed by one of the frames, the S side open below the roof, the N side butts against the Dockyard retaining wall (qv). The slip has raking sides and curved end with two steps, with the entrance opening into the river. INTERIOR: timber frame has composite stanchions to cantilevered principal rafters which extend out each side, with raking braces and braced horizontal collars, and 2 outer struts. HISTORY: covers for slips were introduced into Naval dockyards to protect wooden ships during construction, and "between 1814 and 1821 most of the dry docks and all the slips (at Devonport) had graceful timber framed housings added" (Coad). Two survive here and the largest one is at Chatham (qv). They were when built the widest span roofs in Britain, and the widest in the world except for riding schools in Germany and Russia. As such they prefigured the iron slip covers of the 1840s, and subsequent railway sheds. (Sources: The Newcomen Society: Sutherland, RFM: Shipbuilding and the Long Span Roof: London: 1989: 7; Coad, J: Historic Architecture of the Royal Navy: London: 1983: 71).

Selected Sources

1. Book Reference - *Author:* Coad, J - *Title:* Historic Architecture of the Royal Navy - *Date:* 1983 - *Page References:* 71
2. Book Reference - *Author:* Sutherland, RJM - *Title:* Shipbuilding and the Long Span Roof - *Date:* 1989

National Grid Reference: SX 45151 54007

MILLWRIGHTS SHOP (BUILDING SO 66) AT DEVONPORT DOCK YARD, SOUTH YARD

List entry Number: 1392438

Grade: II

Date first listed: 04-Mar-2008

Legacy System: LBS UID: 504055

Reasons for Designation

PLYMOUTH

740-1/0/10003 SOUTH YARD 04-MAR-08 Millwright's Shop (Building SO66) at Devonport Dock Yard
GV II

Former millwrights' shop, now offices. 1834-7 with late C19 or early C20 alterations and a late C20 addition. Built to the designs of George Ledwell Taylor, architect to the Navy Board. MATERIALS: Cast iron framed building faced with Plymouth limestone ashlar. Metal-framed windows with small panes. There is a stone parapet to the hipped corrugated iron roof. PLAN: Rectangular plan of five by nine bays. It has a single storey ashlar structure built against the east end of its north wall which seems to have been added in the late C19 or early C20 and probably formerly linked the Millwrights' Shop with the North Smithery. It is considered of lesser interest than these two principal buildings. An extension, built on a slightly different alignment, was added on the south side in circa 1980. It is not of special interest. EXTERIOR: This two storey building has clasped pilasters to the corners and a plat band to the parapet. The five bay west elevation has a plat band over the double doorway in the second bay from the right. The other bays each have a

tri-partite metal-framed and small-paned window with thick mullions and a central transom to the ground floor. There are nine windows to the first floor, each with central-hung metal-framed casements. They have square-headed architraves and are set to the cill band. There are similar first floor windows to the return elevations. The south elevation is obscured by the 1980s office block addition. INTERIOR: The southern two thirds of the ground floor originally contained the heavy plant, while the two bays that make up the northern third of the building were formerly occupied by, from west to east, the drilling shop; the engine houses in the centre (containing pumping and rotative engines), and the boiler house to the rear (east). Light turning and pattern-making, models and plans were located on the first floor. This area has now been converted to offices with the addition of internal partitions. All machinery has been removed. The first floor is supported by stone corbels, cast iron columns, girders and braces, and cast iron flanges at each corner of the building. The first floor has converted to offices but retains the columns that rise through the building and support the timber king post roof. HISTORY: The importance of Plymouth as a base for English fleets in the Western Approaches was recognised in the late C17 and the construction of a dockyard was instigated by William III. During the C19 the dockyards became geared to the incorporation of new industrial techniques and processes. With the transition between sail and steam during the first half of the C19, and from wooden to iron ships during the second half, the naval dockyards expanded and radically altered in character. Within the existing yards many of the old smitheries and forges became redundant, and new types of engineering workshops, some pioneering novel construction systems, were replacing them. Steam-powered engineering shops for the navy were first established at Portsmouth in 1829. At about the same time it was decided that a properly planned facility for making boilers and other repairs, both marine and stationary, was considered necessary. The Millwrights' Shop, or the Boiler House as it was generally known, was designed by George Ledwell Taylor, architect to the Navy Board, in 1834-7 as part of the modernisation of the dockyard. It was built in South Yard at Devonport to house the steam-powered lathes, planing, shearing, and bending machines used for the manufacture of boilers and for engine repairs, and was sited adjacent to the forges and furnaces of the adjacent North Smithery. It contained two steam engines: one that replaced the horse engines that were formerly used for pumping the dry docks and which also blew air into the forges in the North Smithery, and another that powered the drilling machines, lathes, boring machinery and grindstones in the Millwrights' Shop. By the mid-C19 there was a falling off in work at Devonport as resources were switched to Woolwich, leading to the eclipse of this pioneering workshop.

SOURCES: Evans, D., *Building the Steam Navy* (2004) Lake, J. & Douet, J., 'Thematic Survey of English Naval Dockyards Summary Report, Thematic Listing Programme' (1998), English Heritage.

REASON FOR DESIGNATION DECISION: The Millwrights' Shop (SO66) is designated at Grade II for the following principal reasons: * A very significant example of early-C19 industrial architecture that is technologically advanced compared to civil examples of the period * Despite alterations in the late C20, it is a particularly rare example of a specialist workshop dating from the formative years of the engineering industry * Its historical significance in terms of the development of the steam navy in the early to mid-C19 *It forms a cogent grouping with the adjacent North Smithery, dry docks and other dockyard buildings

Selected Sources

1. Book Reference - *Author:* Evans, David - *Title:* Building the Steam Navy: Dockyards, Technology and the Creation of the Victorian Battle Fleet 1830 to 1906 - *Date:* 2004

National Grid Reference: SX 44878 54581

SOUTH SMITHERY (BUILDING S 126)

List entry Number: 1392692

Grade: II*

Date first listed: 04-Mar-2008

Legacy System: LBS UID: 504173

Reasons for Designation

740/20/10023 ROYAL NAVAL DOCKYARD 04-MAR-08 South Smithery (Building S126)
GV II*

Smithery, disused. Built 1771, modified throughout C19 and reconstructed c.1890. Further alterations in the 1850s when the New Smithery was erected. Additional alterations in C20.

MATERIALS: Dressed and roughly coursed Plymouth limestone with ashlar dressings. The lower walls of the Old Smithery are random rubble brought to course and the upper walls are of squared, coursed limestone. Some of the lower windows are timber sliding sashes, with larger timber-framed casement windows above. It has a timber truss roof of late-C19 date. The New Smithery is built of similar limestone with coursed blocks laid between the cast iron H-section columns that make up the frame. It has large glazed panels with sheet iron louvres above, clerestory glazing, and open timber louvres at the upper central roof level. The link section between these two structures is of random rubble limestone with some areas of brick and block infill. The roof coverings are covered with mid-C20 corrugated sheeting with translucent corrugated sheets inset; the central raised roof to the New Smithery appears to be corrugated iron. **PLAN:** A rectangular plan consisting of the Old Smithery to the west; a central section linking it with the New Smithery to the east. The original building had a U-shaped plan with an open courtyard on the west side, defined by walls and gates, which was roofed over and incorporated into the building in the early-C19. The New Smithery is roughly square in plan with a chimney at each corner. **EXTERIOR:** The OLD SMITHERY is of two storeys. The triple-gabled west front was rebuilt in the late-C19 with segmental-arched casements to the ten-window first floor range. The ground floor windows have segmental-arched plat surrounds, some retaining sliding sashes, and there are blocked segmental-arched double entries. The fenestration to the nine-window north and south elevations is similar, with two segmental-arched double entries in the south wall. The south elevation of the CENTRAL SECTION which links the Old Smithery to the New Smithery, comprises a mid- to late-C19 wall (rebuilt 1859 to 1900) with three first floor two-light windows in square-headed granite surrounds above a tall window in a segmental-arched plat surround to left, and blocked segmental-arched entries. The office addition of circa 1890 stands at the east end of the central section, adjacent to the New Smithery, and has been reduced in height and has a lean-to roof. The north elevation, dating to circa 1849 has mostly C20 windows, except for the voussoirs of a C19 arch to left, a mid-C19 blocked lunette to the first floor, and a partly blocked segmental-arched double entry to the ground floor right. The NEW SMITHERY is built of coursed and dressed stone comprising seven bays to the north and south elevations, and nine to the east side. The external elevations are articulated by the H-section cast iron columns of the frame, the lower parts of the walls are of squared rubble with continuous glazing above. Each bay has four iron-framed windows with small panes with a central secondary column and metal louvered vents above, set directly beneath the eaves. There are windows rather than louvres above the door openings. The central bay of the east elevation has metal roller doors. The ashlar corner flues/chimneys have a plinth and string course at roof height and were reduced in height in the C20. The concrete block structures to the north east end of the New Smithery, used to house bottled gas, and the two brick structures to the west elevation of the Old Smithery are not of special interest. **INTERIOR:** Most of the internal walls are the result of the three separate elements of the South Smithery being altered, extended and joined, and they date largely from 1849 to 1890. The arched brick openings to the engine and boiler rooms of circa 1849 have been infilled but remain evident. Most of the full height walls to the central area are former external walls, including some late-C18 masonry that have been enclosed and roofed over. Part of the original east wall of the Old Smithery retains a segmental-arched doorway and window, though the latter was converted into a doorway in the 1850s; the original west entrance also appears to survive unaltered. The roof to the Old Smithery consists of timber purlins with steel trusses, and some of the ridges have timber glazed lantern lights and ventilators. The New Smithery has some sixteen central H-section cast iron columns forming a central square and along the west side with rigid connections to lattice beams, supporting the braced open beam above, itself supporting the raised central roof section. The roof structure itself comprises a cast and wrought iron truss system. The building retains numerous cast

iron brackets to the walls which carried the smoke boxes to the chimney flues and rotating shafts. There are also several large iron capstans set in the floor, presumably for bending and shaping iron. There are two large C20 gas kilns with chain lift doors and rails, and the late-C20 former office and ancillary block constructed in the middle third of the Old Smithery which are not of special interest. SUBSIDIARY FEATURES: An up-ended cannon set within the ground at the south east corner of the New Smithery serves as a bollard. HISTORY: The importance of Plymouth as a base for English fleets in the Western Approaches was recognised in the late-C17 and the construction of a dockyard was instigated by William III. By 1700 it consisted of a dry dock, large store, smithery, ropery and a large terrace of houses for the yard officers. The Seven Years War in the mid-C18 precipitated a significant change in the planning of dockyard works and at Plymouth new smitheries and stores were erected to allow more effective operation of the yard. The original 1776 smithery in South Yard was built as part of the Dockyard Modernisation Programme which commenced in 1758. It had a courtyard plan with forges in the side ranges and casting taking place in the open central yard. It was used for heavy forging. During the C19 the dockyards became geared to a technological race with the French, and to the incorporation of new industrial techniques and processes. With the transition between sail and steam during the first half of the C19, and from wooden to iron ships during the second half, the naval dockyards expanded and radically altered in character. Within the existing yards many of the old smitheries and forges became redundant, and new types of engineering workshops, some pioneering novel construction systems, were replacing them. In 1850 Colonel Greene was appointed Director of the Admiralty Works Department and, with Andrew Murray, Assistant Chief Engineer at Woolwich Dockyard, developed a new smithery for the South Yard which was to be attached to the existing 1776 one. It formed part of the joint metal and timber complexes which were conceived for both Devonport and Sheerness. The New Smithery was erected between 1852 and 1855 and was very different to, and more innovative than the previous generation of metal-working shops, being an all-metal construction. It was able to cope with the great increase in the number of large iron components needed for ships. Following its construction, the Old Smithery was used as iron and coal stores, but in the early-C20 its east wall was opened up to allow expansion of the smithery function. Since the mid-C19 there have been various alterations to South Smithery which indicate how the original concept was adapted and modified to meet changing demands imposed by a modernising navy. The Smithery ceased to be used as such in 1987.

SOURCES: Evans, D., 'Building the Steam Navy' (2004) Unicorn Consultancy, 'Historic Structure Quadrennial Inspection - S126 The South Smithery, HM Naval Base Devonport' (1998), 2 vols. Lake, J. & Douet, J., 'Thematic Survey of English Naval Dockyards Summary Report, Thematic Listing Programme' (1998), English Heritage.

REASON FOR DESIGNATION DECISION: The South Smithery is listed at Grade II* for the following principal reasons: * Its plan has evolved over time and charts the historic development of smithing * Despite later alterations, the mid-C19 New Smithery is a remarkably complete example of its type and has no parallels outside the navy yards. * A technologically advanced and structurally innovative building that combines both cast and wrought ironwork. * It incorporates historic fabric of the Old Smithery (1776) which, although much altered, is principally of interest as being the oldest surviving smithery in any of the royal dockyards * The significance of both the Old and the New Smithery is clear enough; however the central, link structure is of lesser importance having been subject to much rebuilding and alteration over the years.

Selected Sources

1. **Book Reference** - *Author:* Evans, David - *Title:* Building the Steam Navy: Dockyards, Technology and the Creation of the Victorian Battle Fleet 1830 to 1906 - *Date:* 2004

National Grid Reference: SX 44935 54234

3.2. ENGLISH HERITAGE (2013), *SOUTH WEST HERITAGE AT RISK REGISTER*.

Swindon: English Heritage (p. 182). Retrieved from <http://www.english-heritage.org.uk/publications/har-2013-registers/sw-HAR-register-2013.pdf>

SITE South Saw Mills, South Yard, HM Naval Base, Plymouth

DESIGNATION: Listed Building Grade II*
CONDITION: Fair
OCCUPANCY: Vacant
PRIORITY: E (E)
OWNER TYPE: Government or agency
LIST ENTRY NUMBER: 1388413

Sawmill of 1856–59. The saw mills ceased to be used as such in 1987 but the ground floor remained in light industrial use and for storage until 1997. An options report was issued in 2010, but the building remains vacant with no identifiable use.

SITE South Smithery, South Yard, HM Naval Base, Plymouth

DESIGNATION: Listed Building Grade II*
CONDITION: Very bad
OCCUPANCY: Vacant
PRIORITY: A (A)
OWNER TYPE: Government or agency
LIST ENTRY NUMBER: 1392692

Dockyard smithery built 1771, modified in the C19 and reconstructed circa 1897. It remained in use until 1987 when structural faults were discovered. There is continued deterioration of the roof, masonry and interiors. An options report was issued in 2010, but a repair strategy has not been put in place.

Priority categories

- A** Immediate risk of further rapid deterioration or loss of fabric; no solution agreed.
E Under repair or in fair to good repair, but no user identified; or under threat of vacancy with no obvious new user (applicable only to buildings capable of beneficial use).

3.3. PLYMOUTH CITY COUNCIL (2005). *BUILDINGS AT RISK REGISTER FOR PLYMOUTH*. **PLYMOUTH: PLYMOUTH CITY COUNCIL (BAR) HAS BEEN CREATED AND IS MAINTAINED BY THE COUNCIL.**

Retrieved from <http://www.plymouth.gov.uk/homepage/creativityandculture/heritageandhistory/historicenvironment/buildingsatrisk.htm>

(This is no longer online. It contains some sections of wall which appear to differ from the EH HAR list)

The 2005 BAR contains details of 412 buildings or structures considered to be at risk. Of these buildings and structures, 124 are statutory listed (5 Grade I, 15 Grade II* and 104 Grade II listed). 20 scheduled ancient monuments are included and the remaining 266 entries are buildings/structures considered to be of townscape merit. They are included for their positive contribution locally to the built environment and/or their historic importance. Buildings and structures are entered on the Register in different categories of risk, on a scale from 1 to 4. The 2005 BAR includes:

- 14 buildings/structures at risk level 1 (extreme risk)
- 41 at risk level 2 (grave risk)

- 146 at risk level 3 (at risk)
- 201 at risk level 4 (vulnerable)

Priority category: English Heritage's priority categories:

- A Immediate risk of further rapid deterioration or loss of fabric; no way forward.
- B Immediate risk of further rapid deterioration or loss of fabric; way forward agreed but not yet implemented.
- C Slow decay; no way forward agreed.
- D Slow decay; way forward agreed but not yet implemented.
- E Under repair or in fair to good repair, but no obvious user identified, or under threat of vacancy with no obvious new user (applicable only to buildings capable of beneficial use; often specialised buildings which have become functionally redundant).
- F Repair scheme in progress and (where applicable) end use or user identified.

South Saw Mills Devonport Dockyard DEVONPORT (p. 6 of 63)

National Grid Reference SX 44979 54185 (see listing 1388413)

General Details

A square stone-built building of 2-storeys. Probably mid-19th century. It has a stone plinth, small cornice, parapet and valley roof above. All the ground floor windows are recessed into round-headed arches; those on the first floor are in segmental headed arches. The east and west faces of the building have slight projections at each end. [P T Presswell – H M Naval Base Devonport: Ancient Monuments & Historic Buildings]

Listed Building Number 740-1/97/225

Listed Building Grade II*

Original Building Use and Type Industrial

Current Building Use and Type UNUSED

Occupancy Status Vacant

Assessment of Risk

Reason building is at risk

VACANT AND VULNERABLE.

Category of Risk 2

Priority Grade C

Date of Inspection

Additional Comments

IS ON THE ENGLISH HERITAGE REGISTER AT PRIORITY GRADE E. POTENTIALLY WITHIN DEVONPORT AREA ACTION PLAN.

South Smithery Devonport Dockyard DEVONPORT (p. 7 of 63)

National Grid Reference SX 44935 54233 (see listing 1392692)

General Details

Constructed with cast iron columns infilled with brick and limestone facings. Cast iron principals to the roof with corrugated iron sheeting and translucent panels. Concrete floor. Alterations were made in 1890 and 1892. [P. T. Presswell – H M Naval Base Devonport: Ancient Monuments & Historic Buildings]

Listed Building Number 504173

Listed Building Grade II*

Original Building Use and Type Industrial

Current Building Use and Type UNUSED

Occupancy Status Vacant

Assessment of Risk

Reason building is at risk

VACANT. FENESTRATION NOT IN GOOD ORDER. ROOF IS NOT ORIGINAL AND THE CURRENT ROOF NEEDS TO BE REPLACED.

Category of Risk 4

Priority Grade A

Date of Inspection

Additional Comments

POTENTIALLY WITHIN DEVONPORT AREA ACTION PLAN. UNDER CONSIDERATION FOR GRADE II* LISTING AS RECOMMENDED BY ENGLISH HERITAGE.

Turncock's House Devonport Dockyard DEVONPORT (p. 8 of 63)

National Grid Reference SX 45163 54345 (see listing 1378521)

General Details

Built between 1772/3 to provide accommodation for the Master Ropemaker. [P T Presswell – H M Naval Base Devonport: Ancient Monuments & Historic Buildings]

Listed Building Number 740-1/98/223

Listed Building Grade II

Original Building Use and Type Residential

Current Building Use and Type UNUSED

Occupancy Status Vacant

Assessment of Risk

Reason building is at risk VACANT AND VULNERABLE.

Category of Risk 1

Priority Grade E

Date of Inspection

Additional Comments

POTENTIALLY WITHIN DEVONPORT AREA ACTION PLAN.

Buildings at Risk Register for Plymouth, Streets L-O (2005)

Walls Morice Yard DEVONPORT (p. 42 of 59)

National Grid Reference SX 44972 54877

General Details

The dockyard walls, of carefully bedded rubble with square piers and weathered top, extends approx. 300m to the S and W terminating beside the entrance to the South Yard, and approx. 65m to the N extending down to the E of the Powder House

Listed Building Number 740-1/95/183

Listed Building Grade II*

Scheduled Ancient Monument

Original Building Use and Type Military

Current Building Use and Type Military

Assessment of Risk

Reason building is at risk SUFFERING FROM EFFECTS OF ESTABLISHED VEGETATION AND SECTIONS HAVE BEEN BROKEN BY ROOTS. EVIDENCE OF WATER PENETRATION.

Category of Risk 4

Priority Grade C

Date of Inspection APRIL 2005

Additional Comments POTENTIALLY WITHIN DEVONPORT AREA ACTION PLAN.

Buildings at Risk Register for Plymouth, Streets P-S (2005)

Dockyard Wall South Yard DEVONPORT (p. 38 of 61)

National Grid Reference SX 45188 54314

General Details

Dockyard wall. 1763-71.

Limestone rubble. Tall wall with moulded coping extends approx. 500m from E of the entrance to the No. 1 Covered Slip to N of the Master Ropemaker's House.

Listed Building Number 740-1/98/209

Listed Building Grade II

Original Building Use and Type Military

Current Building Use and Type Military

Assessment of Risk

Reason building is at risk WATER PENETRATION IS EVIDENT ON THE WALL. REPOINTING/REPAIR REQUIRED IN PLACES. VEGETATION IS ESTABLISHING ITSELF.

Category of Risk 4

Priority Grade C

Date of Inspection APRIL 2005

Additional Comments POTENTIALLY WITHIN DEVONPORT AREA ACTION PLAN.

Plymouth City Council (2013). *Plymouth Buildings at Risk Register*. Plymouth: Plymouth City Council.

Retrieved from <http://www.plymouth.gov.uk/text/buildingsatriskregister>

The removal of 5 per cent of buildings per year (approximately 21 properties per year based on current number of buildings on the list) from the 2005 Buildings at Risk Register by virtue of their future being secured.

In 2009 to 2010 buildings of 'townscape merit' were removed from the register. Only scheduled ancient monuments or buildings that are listed or are in the curtilage of a listed building are now included. This has reduced the number of entries on the Buildings at Risk register from 412 in 2005 to 135 in 2010.

Performance in 2010 to 2011

- Number of buildings on 2010 Buildings at Risk Register - 135
- Buildings removed 2010 to 2011 due to refurbishment - 42
- Buildings removed 2010 to 2011 due to demolition - 1
- Number of buildings remaining April 2011 - 92

Properties removed from the register

- 2005 to 2006 - no assessment
- 2006 to 2007 - 27

- 2007 to 2008 - 8
- 2008 to 2009 - 21
- 2009 to 2010 - 221
- 2010 to 2011 - 43

No further work has taken place on a review of the list of protected buildings which are at risk following the work started in 2011.

The Council is currently reviewing its targets for securing the removal of premises from its Buildings at Risk register in the context of advice contained in Paragraph 126 'Heritage at Risk' of the National Planning Policy Framework 2012. A decision will be made in respect of the new target in January 2014, and further information will be provided then.

3.4 PLYMOUTH CONSERVATION AREAS

There is no Conservation Area covering Devonport Naval Base. Plymouth City Council (2006). *Devonport Conservation Area Appraisal and Management Plan*. Plymouth: Planning and Regeneration Service, Department of Development, Plymouth City Council, excludes the Naval Base. Retrieved from http://www.plymouth.gov.uk/devonport_conservation_area_appraisal_and_management_plan_part_6.pdf

3.5 FURTHER RELEVANT PLYMOUTH CITY COUNCIL DOCUMENTS

Plymouth City Council (2005). *The Strategic Environmental Assessment / Sustainability Appraisal of Preferred Options for Devonport Area Action Plan, Volume 2*. Bristol: Land Use Consultants and TRL. Retrieved from http://www.plymouth.gov.uk/devonport_preferred_options_sea_report_read_only.pdf

Option 3 – The South Yard Heritage Area (pp. 8-9)

2.17. Strengths: This proposal should have a positive effect on retaining key historical features in a sensitive manner, broadening the accessibility to historic spaces and buildings and maximising the usability of the infrastructure. In addition it should provide local job opportunities and enhance skills through the provision of small workshops and training facilities.

2.18. Weaknesses: A sensitive balance needs to be achieved between creating a visitor attraction and maintaining the active use of the dockyard for the navy without compromising the safety of either interest group. The proposal states that benefits will be accrued to the community through commerce. Further work needs to be undertaken to explore how this can be achieved; will it be through the establishment of small cafes and shops or will there be some form of visitor payback mechanism in place to invest in the surrounding infrastructure? Consideration also needs to be given to the capacity for visitor parking within the area, alternative modes of access for visitors to the Heritage Quarter and potential impacts on communities' quality of life.

2.19. Timescale: Medium to long term (over the next 15-20 years) due to the preparation of a development brief, the availability of the site and restoration works.

2.20. Likelihood: Medium to high.

2.21. Recommendations for mitigation of adverse effects and/or enhance or positive effects: The project development team be required to submit a detailed travel plan, covering how visitors will access the site and their mode of transport. Any concerns over conflicts of use relating to visitors and the military should be avoided through use of sensitive design and interpretation.

Conclusions and Recommendations (pp. 17-8)

2.88. Like other Area Action Plans, Devonport will be reliant on future investment, land negotiations and compulsory purchase orders. Care needs to be taken to ensure that throughout the phasing of development adequate facilities and services are available to meet the needs of the new community and conflicts with adjacent land uses are minimised. Examples of where potential conflicts may occur include; South Yard Heritage Centre (which it is hoped will be a major draw for visitors) and the site's continuing use by the MoD (Option 3); issues relating to safety, health and security will be paramount.

2.89. Particular care needs to be taken to ensure that visitor facilities for South Yard Heritage Area (Option 3) are adequate, link into the public transport network and do not infringe on adjacent communities.

2.96. Focusing on the tourism potential for the area, opportunities should be explored to reap the benefits accrued from the South Yard Heritage Area for the local community, exploring opportunities for visitor payback and community participation.

Plymouth City Council (July 2006). *Plymouth Characterisation Study & Management Proposals*. Plymouth: Planning and Regeneration Service, Department of Development, Plymouth City Council, includes South Yard (pp. 56-62), Morice Yard (pp. 63-7), but not Keyham/North Yard. Retrieved from http://www.plymouth.gov.uk/text/dv12a_devonport_characterisation_study_-_optimised.pdf

This states:

There are a number of extremely important, unused historic buildings within [South] yard that, if they are not put to some positive use soon, are at risk of neglect and decay. (p. 62)

There is a wealth of standing buildings reflecting the historic development of the dockyard, and it is likely that there is also significant archaeological (buried) potential in many areas. (p. 62)

The whole area is confined by historic walls, most of which are listed and will therefore be retained. These have both a positive and negative aspect to the area, protecting the historic area from vandalism, but creating a very strong boundary that divorces the area from the rest of Devonport. (p. 62)

[Morice Yard], although still owned by the MoD, is now more diverse in its activities, with a number of the buildings leased to other companies. (p. 64)

The historic walls, all of which are listed and will therefore to be retained, confine the whole area. These have both a positive and negative effect, on the one hand protecting the historic buildings from vandalism and inappropriate redevelopment, but creating a very strong boundary that divorces the area from the rest of Devonport. (pp. 66-7)

Plymouth City Council (adopted 2007). *The Devonport Area Action Plan 2006–2021*. Plymouth: Plymouth City Council Department of Development. Retrieved from http://www.plymouth.gov.uk/devonport_chapters_1_to_4.pdf.

This describes how the former Ministry of Defence South Yard Enclave (ex-Granby Gate/Storage area) will be redeveloped to create new housing and commercial functions, including the listed Old Market Hall and the non-listed former Midland Bank:

This 7.2 ha site offers the greatest opportunity to assist in the regeneration of Devonport. The Site was taken over by the Ministry of Defence after the Second World War, effectively removing the heart from Devonport and dividing the remaining community in two. (p. 20)

1.9. 'Amongst the more detailed suggestions that were rejected during preparation of the AAP were: development of a South Yard Heritage Quarter.' (p. 5)

Should other parts of Devonport South Yard or Morice Yard be declared surplus to Ministry of Defence requirements during the Plan period, their potential for comprehensive and co-ordinated development comprising a range of mixed uses will be considered within the wider Devonport area strategy. Major land releases may require an early review of the Plan. (p. 7)

A new Centre for Devonport 'is key to the regeneration of Devonport. It will consist of a mixed use development of the former Ministry of Defence Storage enclave at South Yard.' (p. 15)

Devonport Objective 6 Protecting Natural and Built Assets and Promoting High Quality Development

To afford adequate protection to Devonport's natural assets and heritage and ensure that the future development of Devonport is safe, sustainable of a high quality and recognises the inherent importance of the natural, historic and archeological environment to the fabric and character of the area. (p. 47)

The Characterisation Study also identified significant archaeological sites and areas of known archaeology, and has identified areas with significant archeological potential. Archaeology refers not only to buried remains but also to historical sequences embodied in standing buildings and other structures. Archeological remains are often complex and diverse and may date from more than one period. They should be recognised as a rich and valuable asset, sometimes providing the only way in which key aspects of historic development and character can be understood. (pp. 47-8)

APPENDIX 4

PORTSMOUTH DOCKYARD DESIGNATIONS

Entries were retrieved from the English Heritage National Heritage List for England (2014), with maps and selected common form wording removed. These buildings are listed under the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended for their special architectural or historic interest. Entries for individual buildings may be accessed at: <http://www.english-heritage.org.uk/professional/protection/process/national-heritage-list-for-england/>

Entries are listed in numerical order, beginning with Scheduled Monuments, followed by Listed Structures within Portsmouth Naval Base. Further entries are included from

English Heritage (2013), *South East Heritage at Risk Register*. Swindon: English Heritage. Retrieved from <http://www.english-heritage.org.uk/publications/har-2013-registers/se-HAR-register-2013.pdf> (HAR)

Hampshire County Council (2005). *Threatened Historic Buildings in Hampshire Register: Portsmouth*. http://www3.hants.gov.uk/bar_2005.pdf (HCC BAR)

City of Portsmouth Statutory List of Buildings & Ancient Monuments (December 2006, updated December 2011) see HM Naval Base, pp. 25-34, 71. Retrieved from http://www.portsmouth.gov.uk/media/Statutory_List_2011.pdf (PCC)

Entries appearing on multiple lists are cross-referenced: scheduled and listed entries, HAR, HCC BAR, PCC. Most of the buildings listed below are in Portsmouth Conservation Area 22: HM Naval Base and St George's Square - including the Historic Dockyard and The Hard. Listed buildings in the Naval Barracks are in Conservation Area No. 18 Guildhall & Victoria Park.

In the English Heritage List for Portsmouth 5 out of the 12 Grade I entries, 16 of the 31 Grade II* list entries and 26 of the 402 Grade II entries are in the dockyard. Two out of seventeen Portsmouth scheduled monuments are within Portsmouth Dockyard (one being more than one structure: The Docks & No. 1 Basin). This confirms the significance of the dockyard's contribution to the city's historic built environment.

4.1. LISTED AND SCHEDULED BUILDINGS

Portsmouth Dockyard, the Block Mills and Stores 35 and 36

List entry Number: 1001851 (see listing 1078288, HCC BAR,¹ PCC 395)

Grade: Not applicable to this List entry.

This record has been generated from an "old county number" (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first scheduled:

Legacy System: RSM - OCN UID: PO 395

¹ The Block Mills were removed from English Heritage HARR in 2008, following their restoration.

Reasons for Designation

This record has been generated from an “old county number” (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 62861 00816

Portsmouth Dockyard, the Docks

List entry Number: 1001852 (see listing 1272267, HAR, HCC BAR, PCC 397)

Grade: Not applicable to this List entry.

This record has been generated from an “old county number” (OCN) scheduling record. As these are some of our oldest designation records they do not have all the information held electronically that our modernised records contain. Therefore, the original date of scheduling is not available electronically. The date of scheduling may be noted in our paper records, please contact us for further information.

Date first scheduled:

Legacy System: RSM - OCN UID: PO 397

Reasons for Designation

Not currently available for this entry.

This record has been generated from an “old county number” (OCN) scheduling record. These are monuments that were not reviewed under the Monuments Protection Programme and are some of our oldest designation records. As such they do not yet have the full descriptions of their modernised counterparts available. Please contact us if you would like further information.

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 62808 00626

BLOCK MILL AND NUMBERS 35 AND 36 STORES (BUILDING NUMBER 1/53) MAIN ROAD

List entry Number: 1078288 (see scheduling entry 10001851, HCC BAR²)

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 477181

Reasons for Designation

SU 6200 NE MAIN ROAD (West off) HM Naval Base 774-1/17/206 Block Mill & Nos 35 & 36 Stores (Building No 1/153)

GV I

Alternatively known as: Brunel's Block Mill, HM NAVAL BASE Two wood mills, block mill and pump house, disused. Of different builds, 1799–1806, planned by General Sir Samuel Bentham and probably designed by Samuel Bunce, architect, with James Sadler arranging the power system. Built above basin of 1691–8 by Edward Dummer which Bentham covered over and inserted a storage floor within in 1799. Later alterations. Red brick, some parts with blue headers, in English bond; ashlar dressings, and gauged brighter-red brick flat arches. Hipped slate roofs, north range roof altered to gabled roof, probably early C20. PLAN: 3 parallel ranges, the later block mill to

² See footnote 1 above.

the middle. EXTERIOR: north and south ranges (the former woodmills) of 3 storeys with cellar, 3 x 11 bays; central block mill of 1 storey, 3 x 13 bays (projecting at east end), built in between the north and south ranges and with a walkway running across it to link the 2 latter at 1st-floor level. Windows are mostly replacement small-paned pivoting windows with flat brick arches and projecting stone sills. Board doors with small-pane overlights. Ashlar plinth and 1st-floor band. Stepped dentilled brick eaves band. Coped parapet to south range. West elevation: central door to ground floor of south range; 4 continuous doors to ground floor of north range and central loading door to upper floors, that on 2nd floor with wooden platform and crane. Central range has central sash and flanking doors set in round-arched recesses with continuous impost band; corniced pediment with small-paned lunette. East elevation: similar. Central range has bricked-up windows in recesses, 2 windows to left return, window and door to right return. South range has 2 old board doors on ground floor; north range 3 round-arched doorways to ground floor, the central one blocked, central loading doors to upper floors, and 16-pane sashes to 2nd floor. South elevation (south range): 2 entrances on ground floor; central loading doors on upper floors; lamp bracket on left corner at 1st-floor level. INTERIOR: wooden columns, turned in central range, square and chamfered in north and south ranges, support large-scantling cross-beams, in south range probably original stair survives (in north-east corner) having large scantling plain balusters. Remnants of the former power transmission equipment include overhead shafting, pulley wheels and belts. Some fixed machinery (lignum vitae saw, treenail machine and cornering machine) remains on the first floor of the north range, and in the W end of the S range is the frame of the c1800 Boulton and Watt beam engine. HISTORY: Bentham infilled the 1690s basin with a double tier of brick vaulting, the basin continuing in use as a reservoir (and still functioning as such today) with a storage floor above. This can be seen still, beneath the south range, having brick vaults carried by segmental-arched arcades, and a stone flag floor with drains. The C17 dock walling also survives, being formed of large blocks of tooled masonry, and with a projection at south-west corner (possibly the base for a sheerleg crane) and machinery for No. 1 Penstock. The Mill was purpose-built for the innovatory block-making machinery, designed by Marc Brunel 1801–1806 and constructed by Henry Maudslay. The innovation was highly successful. By 1806, 45 machines and 10 men were producing 140,000 blocks a year (for ships' rigging), and the capital costs were recovered within three years. Built for both dock pumping and wood working, using the navy's first steam engine, the Block Mills is of international significance as the earliest application of steam-powered machine tools for mass production. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 31, 225-233 ; Lloyd DW: *Buildings of Portsmouth and its Environs*: Portsmouth: 1974: 70; *The Buildings of England*: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 415; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 13-14; Winton J: *The Naval Heritage of Portsmouth*: Southampton: 1989: 104).

Selected Sources

1. Book Reference - *Author*: DW Lloyd - *Title*: *Buildings of Portsmouth and its Environs* - *Date*: 1974 - *Page References*: 70
2. Book Reference - *Author*: J Winton - *Title*: *The Naval Heritage of Portsmouth* - *Date*: 1985 - *Page References*: 104
3. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: *Hampshire and the Isle of Wight* - *Date*: 1967 - *Journal Title*: *The Buildings of England* - *Page References*: 415
4. Article Reference - *Author*: RC Riley - *Title*: *The Evolution of the Docks and Industrial Buildings in Portsmouth* - *Date*: 1985 - *Journal Title*: *The Portsmouth Papers* - *Page References*: 13-14
5. **Book Reference** - *Author*: Coad, J.G. - *Title*: *The Royal Dockyards, 1690–1850* - *Date*: 1989 - *Page References*: 225-233

National Grid Reference: SU 62858 00814

FORMER SCHOOL OF NAVAL ARCHITECTURE (BUILDING NUMBER 1/22), SOUTH TERRACE

List entry Number: 1244545

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476698

Reasons for Designation

SU 6300 SW SOUTH TERRACE (West side) HM Naval Base 774-1/30/237 Former school of Naval Architecture (Building No 1/22)

GV II

Alternatively known as: School for Superior Apprentices, SOUTH TERRACE HM NAVAL BASE School of Naval Architecture, now offices. 1815–17, with C19 and C20 alterations and additions. By Edward Holl, architect to the Navy Board. Yellow brick in Flemish bond with limestone dressings. Hipped slate roof with tall brick stacks. EXTERIOR: 2 storeys with cellar. 15 bays arranged 2:5:3:5:2, the ends and centre projecting and the centre pedimented. Ashlar plinth, 1st-floor band, cornice and blocking course. Windows have 12-pane sashes, mostly horned; projecting sills; and flat brick arches, except ground floors of projecting sections which have round-arched windows in round-arched recessed linked by impost bands, those at centre with moulded sills and balustraded apron panels; the 1st floor windows of the centrepiece are also in recesses (flat-arched) and have moulded sills and balustraded apron panels. Central entrance: steps up to Tuscan portico with pilasters at rear, entablature and blocking course; paired 6-panel doors with overlights below overall fanlight with radial glazing bars, all in round-arched surround. Low-level addition on left of porch. Rear: similar but with 4-bay end sections and parts masked by C20 additions. Right return: 4 bays, 2 at centre projecting, with a single ground floor window. Round-arched windows to ground floor with sashes with glazing bars, radial in heads, the outer windows in round-arched recesses. Left return similar, but the centre projection has 2 windows on ground floor, one above, and window and door to right return. INTERIOR: some panelled window and door reveals and shutters, door architraves, ceiling cornices (at west end) and fireplaces survive. The principle remaining feature is the fine central Imperial stair, with wave-moulded brackets, open-string, stick balusters and moulded handrail with spiral curtail. At west end, secondary dog-leg stair with open-string, stick balusters, bulbous columnar newels and moulded handrail. HISTORY: the building originally provided classrooms and accommodation for up to 25 apprentice shipwrights. Established in 1811, by 1860, graduates held most senior technical posts in the navy, and many outside. Its authority was confirmed by the selection of an Academy design for HMS Warrior, in 1860. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: 14, plate 10; Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 78-79; *The Buildings of England*: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 413).

Selected Sources

1. Book Reference - *Author*: J Coad - *Title*: Historic Architecture of H M Naval Base Portsmouth 1700–1850 - *Date*: 1981 - *Page References*: 14
2. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: Hampshire and the Isle of Wight - *Date*: 1967 - *Journal Title*: The Buildings of England - *Page References*: 413
3. Book Reference - *Author*: Coad, J.G. - *Title*: The Royal Dockyards, 1690–1850 - *Date*: 1989 - *Page References*: 78-79

National Grid Reference: SU 63005 00471

NUMBERS 10 TO 14 AND ATTACHED RAILINGS AND WALLS (BUILDING NUMBERS 1/68-72), SHORT ROW

List entry Number: 1244549

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476701

Reasons for Designation

SU 6300 NW SHORT ROW (East side) HM Naval Base 774-1/29/232 Nos 10-14 (Consecutive) and attached railings and walls (Building Nos 1/68-72)

GV II*

Terrace of 5 dockyard officials' houses, part now offices and part accommodation. 1787 with near-contemporary addition (No. 10) and C19 and C20 alterations. Building supervisor Thomas Telford; contractors Thomas Parlbby and Son. Red brick in Flemish bond with ashlar dressings. Hipped plain tile roof with brick stacks. Cast-iron railings. Mid Georgian style. PLAN: double-depth plan. EXTERIOR: 3 storeys with basement; straight joint between No. 10 (on left) which is of 2 bays with side porch, and the rest, which are each of 4 bays with space between houses and central entrances: step up to wooden porch with incised panels, 6-panel door, fanlight with decorative and radial glazing bars and 12-pane sashes to side-windows; inside, step up to similar door and fanlight in panelled reveal. Windows have segmental brick arches, projecting stone sills, and 12-pane sashes, shorter on 2nd floor; 6-pane sashes to basement. Rendered plinth; ashlar 1st-floor band; stepped eaves with ashlar string; parapet with flat ashlar coping. Party walls rising above roof line as fire walls. Single-storey added bay on right with blind window. INTERIOR of No. 14: wall panelling, dado rails, simple cornices, panelled doors and window reveals, cupboards, and original fireplaces throughout. Some of the fireplaces have decorative surrounds, including that in the principal ground-floor room which has husk garlands to pilasters, frieze and mantel, and cherubs in roundels at corners. Entrance hall has round-arched main entrances with pilasters and fan-lights with decorative glazing bars. Closed string open well stair with columnar newels and slender column-on-block balusters. SUBSIDIARY FEATURES: basement areas fronted by railings on stone plinth which have urn finials to standards and flame finials to bars. Iron boot-scraper on right of entrance to No. 13. Rear: 2-storey 4-bay wings linked by high yard walls (approx 3.5 metres high) which each have a board door below gauged flat brick arch. HISTORY: the terrace was built to house senior dockyard officials, originally the Surgeon, Master Ropemaker, Clerk to Ropeyard and Boatswain, for whom there was not room in Long Row (qv). The Navy customarily provided accommodation for Yard officers, and this is one of a fine series of composed dockyard terraces. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: 12, plate 8; Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 54; Lloyd DW: *Buildings of Portsmouth and its Environs*: Portsmouth: 1974: 67; *The Buildings of England*: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 414).

Selected Sources

1. Book Reference - *Author*: DW Lloyd - *Title*: Buildings of Portsmouth and its Environs - *Date*: 1974 - *Page References*: 67
2. Book Reference - *Author*: J Coad - *Title*: Historic Architecture of H M Naval Base Portsmouth 1700–1850 - *Date*: 1981 - *Page References*: 12
3. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: Hampshire and the Isle of Wight - *Date*: 1967 - *Journal Title*: The Buildings of England - *Page References*: 414
4. Book Reference - *Author*: Coad, J.G. - *Title*: The Royal Dockyards, 1690–1850 - *Date*: 1989 - *Page References*: 54

National Grid Reference: SU 63207 00616

BUILDING NUMBER 1/121 FORMER COMMISSIONERS STABLES, SHORT ROW

List entry Number: 1244550

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476702

Asset Groupings

Reasons for Designation

SU 6300 NW SHORT ROW (North side) HM Naval Base 774-1/29/180 Building No 1/121, former Commissioner's stables

GV II

Dockyard commissioner's stables; now photographic laboratory and garage. 1740 (Property Register); C19 and C20 alterations. Painted brick. Plain tile roof, hipped at left end with a single mid-late C20 brick chimney in front roof slope. EXTERIOR: 2 storeys. Canted 4 + 3 bays with straight joint between. Right-hand section has close-spaced 1st-floor windows. On ground floor 2 double board garage doors with small-paned overlights. On 1st floor, short unequally-hung 12-pane sashes with exposed boxes in reveals, set below moulded wooden eaves band. Left-hand section has 2 early-C20 doorways in part-glazed pent porches each with a segmental-arched 12-pane sash to its right and at centre of this section a former segmental-arched entrance, now window. On 1st floor, three 12-pane sashes and, on right, a short unequally-hung 12-pane sash; moulded wooden eaves band. INTERIOR: central section retains some C18 panelling on each floor, including some in entrance hall; door of 6 raised and fielded panels to stair which rises along rear wall; board-lined rooms. HISTORY: closely associated with the 1787 Commissioner's House (qv), and a notable early example comparable with the officers' stables at Chatham (qv). (Source: HM Naval Base Portsmouth -Property Register: 1992: 6; Plans of His Majesty's Dockyard at Portsmouth: 1774).

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 63187 00687

FORMER ROYAL NAVAL ACADEMY (BUILDINGS NUMBERS 1/14, 1/116-19) AND ATTACHED RAILINGS, COLLEGE ROAD

List entry Number: 1244573 (see HAR)

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476657

Reasons for Designation

SU 6300 SW COLLEGE ROAD (East Side) HM Naval Base 774-1/30/198 Former Royal Naval Academy (Buildings Nos 1114, 1116-19) and attached railings

GV II*

Royal Naval Academy, now offices and Officers' Mess, and attached railings. 1729-32; extensively remodelled 1808; bomb-damaged 1941 and parts subsequently rebuilt. Grey brick in header-bond with red brick and ashlar dressings. Hipped slate roof with brick stacks. PLAN: H-plan, asymmetrical with the cross-range near front; later additions across rear forming rear courtyard. EXTERIOR: 3 storeys with basement. West elevation has central (cross) range of 9 bays, the 3 at centre projecting; pedimented wings of 3 bays, with 3-bay inner returns. Rusticated ashlar quoins; ashlar floor bands and cornice. Red brick surrounds to windows and parapet. Windows are round-arched on ground floor, segmental-arched above, smaller on 2nd floor, and have sashes with glazing bars. Mid C20 C18-style rainwater pipes with bulbous heads. Central entrance; ashlar steps, railings removed, up to 6-panel door with frieze fanlight with radial glazing bars, ashlar architrave, and flanking attached columns which support entablature with triglyph frieze and pediment. Central large octagonal wooden cupola of 1808 has small round-arched windows and domed metal roof with round-arched dormers surmounted by ball-on-cushion finial. Wings: inner return of each has central steps with plain iron railings up to panelled wooden porch with attached columns supporting deep entablature, half-glazed double door with glazing bars, 6-pane side- windows, and 5-panel inner door. At end of each wing, stone steps down to basement, steps and area having

iron railings on low ashlar plinth with curved-sectioned bars; columnar standards, some with ball finials; and gates at top of steps. Attached to right side of building is 2-storey 3-bay addition, similar but with tall flat-arched openings to ground floor. Left return: detailing continued in brick rather than ashlar; projecting stair tower with lean-to addition on its left; at left end a 2-storey late C19 brick addition with central pediment. INTERIOR: some panelling survives. Entrance hall has large decorative brackets supporting entablature. Room on left has panelled walls and reveals, modillioned cornice and fluted Ionic pilasters to door architrave. Stair has panelled dado with short fluted columns; it is open-string and has moulded tread ends and stick balusters and fluted columnar newels supporting ramped moulded handrail with spiral curtail. Cupola has gallery, the stair up to it with turned balusters. HISTORY: the Royal Naval Academy was created by an Order-in-Council in 1729 and established in 1733, the first naval shore-training establishment, and the forerunner of Dartmouth. The cupola was used for teaching, mock battles being conducted from the gallery and the golden ball (finial) used to teach the use of the sextant. Renamed the Royal Naval College in 1806, it was closed in 1837, and reopened as a higher education institute in 1839. As a training college for naval cadets it was of little influence in the C18, and was largely superseded in the mid C19 by HMS Britannia, and then Dartmouth. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981:12, plate 9; *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 412; Lloyd DW: *Buildings of Portsmouth and its Environs*: Portsmouth: 1974: 66).

Selected Sources

1. Book Reference - *Author*: J Coad - *Title*: *Historic Architecture of H M Naval Base Portsmouth 1700–1850* - *Date*: 1981 - *Page References*: 12
2. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: *Hampshire and the Isle of Wight* - *Date*: 1967 - *Journal Title*: *The Buildings of England* - *Page References*: 66

National Grid Reference: SU 63137 00446

NUMBER 25 STORE (BUILDING NUMBER 1/118), JAGO ROAD

List entry Number: 1244578 (see HAR, HCC BAR)

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476661

Reasons for Designation

SU 6300 NW JAGO ROAD (North side) HM Naval Base 774-1/29/204 No 25 Store (Building No 1/118)

GV II*

Stores and workshops, now one. 1782, altered. Red brick in Flemish bond with ashlar dressings. Hipped slate roofs. Mid Georgian style. PLAN: two linked free-standing parallel ranges running west-east, with intermediate courtyard. EXTERIOR: 2 storeys. 17 x 9 bays. Ashlar plinth, 1st-floor band, string on stepped dentilled brick eaves band, flat coping to parapet, and cornices to pediments. 12-pane sash windows in reveals with stone sills. Wide panelled double doors with louvred vents at top in wooden architraves with console-bracketed cornices; 1st-floor loading doors in quoined, raised, ashlar surrounds with cornices. Rainwater pipes with bulbous heads. South elevation: bays arranged 2:5:3:5:2, ends and centre projecting under pediments, that at centre with blind oculus, those at ends with blind oeil-de-boeuf. Doorways to bays 5, 9 and 13 and central loading door. Rear similar but doorways now windows and the loading door, below segmental brick arch, now with bridge to sail loft (building no.11109). East elevation: bays arranged 3:3:3. Centre is recessed and has central window with flanking doors, that on left bricked up, that on right with double board door and fanlight with radial glazing bars in keyed round-arched surround with impost. Each outer section has central door as before. West end partially obscured by addition linking this building to No. 24 Store (qv). INTERIOR: on ground floor square chamfered wooden

posts, carrying large- scantling beams. In north range original wooden stair with large- scantling plain balusters, newels and handrail. 1st floor: board-lined walls to south range; roof trusses have collared queen posts, the collars supporting king posts. The courtyard elevations have had additions and alterations, but retain original windows, end entrance-archways, rainwater-pipes, and along the back of the south range survives an early lean-to stable addition of 5 bays with wooden columns on padstones and hipped roof, the formerly open bays now mostly infilled. HISTORY: originally one of 4 similar stores and workshops built to a courtyard plan as part of the dockyard modernisation programme. This was the south-eastern block and is the best surviving, being the only one still to retain its original form of two ranges with central courtyard. It accommodated wheelwrights, block and capstan makers, with offices and stores. The south-western and north-western blocks survive as No. 24 and No. 33 Stores, Main Road (qqv): the north-eastern block (Building No. 1/149, not included), suffered from 1940s bomb damage. Though altered, this forms the best example of an unusual type of combined workshop and store, and an interesting attempt to rationalise dockyard workshop activities in a formal arrangement of self-contained buildings. (Sources: The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 414; The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 10; Coad J: Historic Architecture of HM Naval Base Portsmouth 1700–1850: Portsmouth: 1981: 36, plate 30; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 153).

Selected Sources

1. Book Reference - *Author:* J Coad - *Title:* Historic Architecture of H M Naval Base Portsmouth 1700-1850 - *Date:* 1981 - *Page References:* 36
2. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 414
3. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 10
4. Book Reference - *Author:* Coad, J.G. - *Title:* The Royal Dockyards, 1690–1850 - *Date:* 1989 - *Page References:* 153

National Grid Reference: SU 63017 00652

NUMBER 24 STORE (BUILDING NUMBER 1/117), JAGO ROAD

List entry Number: 1244580

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476663

Reasons for Designation

SU 6200 NE JAGO ROAD (North side) HM Naval Base 774-1/17/203 No.24 Store (Building No 1/117)

GV II

Stores and workshops, now one. 1783, with later alterations including C20 2nd-floor addition. Red brick in Flemish bond with ashlar dressings. Hipped slate roofs. PLAN: two free-standing parallel ranges running west-east, the intermediate linking courtyard later roofed over to form one building. EXTERIOR: 3 storeys; 17 x 9 bays. Ashlar plinth, 1st-floor band and flat coping to parapet. Tall 18-pane sashes in reveals with gauged flat brick arches and stone sills; shorter fixed 12-pane metal windows to 2nd floor. Wide panelled double doors with louvred vents at top in wooden architraves with console-bracketed cornices. On 1st floor, loading doors in quoined, raised, ashlar surrounds with cornices. Rainwater pipes with bulbous heads. South elevation: bays arranged 2:5:3:5:2, the ends and centre projecting (formerly under pediments, as No. 25 Store (qv)). Doorways to bays 5, 9 and 13, the latter replaced by a window. Central loading door now a window. Rear: similar, but right-hand doorway has lost cornice and has an inserted loading door above; central 1st floor

loading floor now a window; fire escape added across centre. West elevation: bays arranged 3:3:3, centre is recessed and has round-arched doorway; pedestrian entrance on right has wooden cornice. Each outer section has central doorway as before. Inserted loading door to centre of 1st floor. East elevation partially obscured by addition linking this building to No. 25 Store (qv), but 2 entrances as before. INTERIOR: on ground floor square chamfered wooden posts on wooden pads support large-scantling beams. HISTORY: originally one of 4 similar stores and workshops built to a courtyard plan, one of a planned group of C18 stores as part of the dockyard modernisation programme. The central open area was used for storage. This block was the south-western one. The south-eastern and north-western blocks survive as No. 25 and No. 33 Stores, Main Road (qqv): the north-eastern block, much-damaged 1940s, as Building No. 1/149 (not included). They are of interest as an attempt to rationalise dockyard workshop activities in a formal arrangement of self-contained buildings. (Sources: *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 414 ; *The Portsmouth Papers: Riley R C: The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 10 ; *Coad J: Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: 36, plate 30).

Selected Sources

1. Book Reference - *Author*: J Coad - *Title*: Historic Architecture of H M Naval Base Portsmouth 1700–1850 - *Date*: 1981 - *Page References*: 36
2. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: Hampshire and the Isle of Wight - *Date*: 1967 - *Journal Title*: The Buildings of England - *Page References*: 414
3. Article Reference - *Author*: RC Riley - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: The Portsmouth Papers - *Page References*: 10

National Grid Reference: SU 62973 00652

DOCKYARD WALL VICTORY GATE AND DOCKYARD WALL

DOCKYARD WALL, ADMIRALTY ROAD

DOCKYARD WALL, BONFIRE CORNER

DOCKYARD WALL, MARLBOROUGH ROW

DOCKYARD WALL, QUEEN STREET

VICTORY GATE AND DOCKYARD WALL, MAIN GATE

List entry Number: 1244581

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476664

Reasons for Designation

SU 6300 SW MAIN ROAD HM Naval Base Victory Gate and Dockyard Wall 774-1/30/229
GV II*

Includes: Dockyard Wall, ADMIRALTY ROAD HM NAVAL BASE Includes: Dockyard Wall, BONFIRE CORNER HM NAVAL BASE Includes: Dockyard Wall, MARLBOROUGH ROW HM NAVAL BASE Includes: Dockyard Wall, QUEEN STREET HM NAVAL BASE Dockyard entrance and wall. Dated 1704–12; gate widened 1949; C20 repairs to wall. Wall of red brick with some blue headers in English bond. It is slightly battered and at regular intervals has pilaster buttresses with oversailing offset heads rising into the oversailing, ridged triangular-sectioned brick coping. The wall steps and ramps, varying in height from approximately 4 metres to approximately 7 metres and at the taller sections having narrower pilasters rising from the buttresses into the coping. At various points it is incorporated in the buildings which have been built up against it: at the former RN Academy (Building nos 1/14-19, qv) on Queen Street, the wall matches the Academy, being of grey brick in header bond; and, having returned along Admiralty Road, there is a former entrance to the Academy, now blocked, having a stone sill, plinth blocks, and impost blocks carrying a round arch of bright red bricks. At Bonfire Corner, the top of the date “1711” picked out in blue

headers is visible above pavement level. There are also 2 stones carved with a fouled anchor. Turning north, the wall has several C20 interruptions before ending at building no. 1/138 (qv), the former gatehouse to Marlborough Gate (which originally was at this point). Along this stretch, at Building no. 2/121 (qv), formerly stables, a lower spur wall later heightened, encloses the former stable yard, and at yard entrance has square brick piers with ashlar capstans and cannon barrels reused as bollards. Running from this yard wall, another low section continues along the north side of the garden of Spithead House (qv Long Row), having gateway and later (probably 1930s) addition with flat ashlar coping. The main dockyard entrance, Victory Gate, has 2 large ashlar piers with moulded plinths, arrises and cornices, and golden ball-on-cushion finials. At base of each pier is a late C19 cast-iron bollard in the form of an imitation inverted cannon barrel with cannon ball in muzzle. Panelled double gate with iron spikes. In wall on each side is a similar pedestrian gate in segmental-arched opening. Above right-hand gate the coping of the wall is interrupted by a semicircular pediment framing royal cipher and crown and surmounting an oval datestone in architrave inscribed, "This wall was begun the 4th June and finished ye 13th December 1711". HISTORY: the wall follows generally the line of Sir Bernard de Gomme's earth-rampart town defences which were constructed from 1665 on, and which the wall replaced as a yard perimeter. The earliest entrance to a naval yard, and the gate is part of a group with the contemporary Porter's Lodge (qv). (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1989: 4, plate 1; *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 408-9,419).

SU 6300 SW ADMIRALTY ROAD HM Naval Base Dockyard Wall 774-1/30/229
GV II*

See under: Victory Gate and Dockyard Wall, MAIN ROAD HM NAVAL BASE
SU 6300 SW BONFIRE CORNER HM Naval Base Dockyard Wall 774-1/30/229
GV II*

See under: Victory Gate and Dockyard Wall, MAIN ROAD HM NAVAL BASE
SU 6300 SW MARLBOROUGH ROW HM Naval Base Dockyard Wall 774-1/30/229
GV II*

See under: Victory Gate and Dockyard Wall, MAIN ROAD HM NAVAL BASE
SU 6300 SW QUEEN STREET HM Naval Base Dockyard Wall 774-1/30/229
GV II*

See under: Victory Gate and Dockyard Wall, MAIN ROAD HM NAVAL BASE

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1. Book Reference - *Author*: J Coad - *Title*: *Historic Architecture of H M Naval Base Portsmouth 1700–1850* - *Date*: 1981 - *Page References*: 4
2. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: *Hampshire and the Isle of Wight* - *Date*: 1967 - *Journal Title*: *The Buildings of England* - *Page References*: 419

National Grid Reference: SU 63098 00391

PORTERS LODGE (BUILDING NUMBER 1/7), MAIN ROAD

List entry Number: 1244584

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476667

Reasons for Designation

SU 6300 SW MAIN ROAD (East side) HM Naval Base 774-1/30/221 Porter's Lodge (Building No 1/7)
GV II*

Dockyard porter's lodge, now police office, c1708 with later alterations, Stuccoed brick; hipped slate roof with brick stacks, part stuccoed. EXTERIOR: 2 storeys with cellar and attic. 4 x 2, 6 bays. Tall narrow windows with replacement 8-pane sashes; flat-roofed dormers with 6-pane sashes. Mid

C20 part-glazed doors. Eaves cornice below parapet. North elevation: on ground floor 2 windows at centre flanked by doors; 4 windows above. West elevation: 2 bays on left recessed and blind, with small single-storey mid C20 addition. Right-hand section has ground floor screened by single-storey mid C20 shelter with pitched, glazed roof. On 1st floor the 3rd window is blind. 3 dormers with tall brick fire wall on left. INTERIOR: cellar has old wooden partitions, cupboards with strap-hinged doors, shelves with ogee-moulded fronts; wine rack; shot rack and chests; chamfered beams and joists; stone flag floor. On ground floor some original panelling and plain cornice in one room; in stair hall, an archway with impost and keystone, a doorway with moulded architrave, and a plain cornice. Panelled full-height stair well, the stair itself with most original features replaced apart from closed string and, between 1st floor and attic, the original turned balusters, square newels and moulded handrail. On 1st floor, door and window architraves have attached columns and roundels in corners; some panelling. This is the oldest surviving building in the Dockyard. The porters who occupied it used to be in charge of the watchmen. Part of a group with the Victory Gate (qv). (Sources: *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 409*).

Selected Sources

1. Book Reference - *Author: Pevsner, Nikolaus and Lloyd, David - Title: Hampshire and the Isle of Wight - Date: 1967 - Journal Title: The Buildings of England - Page References: 409*

National Grid Reference: SU 63018 00321

FORMER DETENTION CENTRE (BUILDING NUMBER 1/2), MAIN ROAD

List entry Number: 1244585

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476668

Reasons for Designation

SU 6200 SE MAIN ROAD (West side) HM Naval Base 774-1/18/209 Former Detention Centre (Building No.1/2)

GV II

Former detention centre. 1882–3. Red brick in English bond; concealed roof. Long narrow range of 2 storeys, 9 bays. Segmental-arched openings, on 1st floor with small-pane metal windows and stone sills. Stepped eaves band below cyma-moulded ashlar cornice. Ends of iron tie-rods. On the south-east side the building's ground floor is formed of the 1704-11 dockyard wall (qv) which has a segmental-arched entrance leading into the right end of the detention centre; and on 1st floor has pilaster rising on left of 2-light bays. On the north-west side the ground floor is masked by the HMS Warrior display tent. South west end has 3 windows on each floor. INTERIOR: passage along north-west side, with entrances to 6 cells which are brick vaulted and have thick doors with spy-holes. Iron urinals survive on 1st floor at south-west end. Part of the security -within the late C 19 yard, and forming the formal entrance with the Victory Gate (qv). (Sources: *HM Naval Base Portsmouth -Property Register: 1992; Evans D: The Buildings of the Steam Navy: 1994: 30*).

Selected Sources

1. Book Reference - *Author: D Evans - Title: The Buildings of the Steam Navy - Date: 1994 - Page References: 30*

National Grid Reference: SU 62992 00293

THE UNICORN GATE, CIRCULAR ROAD

List entry Number: 1244587

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476642

Reasons for Designation

SU 6300 CIRCULAR ROAD HM Naval Base The Unicorn Gate 774-1/8/193
GV II

Includes: The Unicorn Gate, UNICORN ROAD HM NAVAL BASE Portsea town gate, then entrance to naval dockyard. 1779 (Patterson), demolished and re-erected as dockyard entrance 1865 (Lloyd). Ashlar. Central carriage archway flanked by pedestrian archways, all round-arched. Vermiculated plinth. Rusticated centrepiece breaks forward, the archway has dropped keystone and voussoirs aligned to courses; flanking paired pilasters support entablature with cornice and pediment in which is unicorn couchant and bearing standard. Pedestrian archways have architraves and are set in walls which have cornices, sweep up to centre, and terminate in square piers with cornices and ball on cushion finials. HISTORY: the Unicorn Gate was originally located on Anchor Gate Road, just east of the present Anchor Gate (not included, Patterson). It is now reset on the alignment of the dockyard extension wall (qv). (Sources: Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 62; A Military Heritage: Patterson BH: A History of Portsmouth and Portsea Town Fortifications: Portsmouth: 1984: 25, 26).

SU6300 UNICORN ROAD HM Naval Base The Unicorn Gate 774-1/8/193
GV II

See under: The Unicorn Gate, CIRCULAR ROAD HM NAVAL BASE

Selected Sources

1. Book Reference - *Author:* BH Patterson - *Title:* A History of Portsmouth and Portsea Town Fortifications - *Date:* 1984 - *Page References:* 25, 26
2. Book Reference - *Author:* DW Lloyd - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 62

National Grid Reference: SU 63861 00783

FREDERICK'S BATTERY, CIRCULAR ROAD

List entry Number: 1244588

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476643

Reasons for Designation

SU 60 SW CIRCULAR ROAD (North side) 774-1/3/191 HM Naval Base Frederick's Battery
GV II

Part of dockyard sea defence wall. Built 1843-48, under direction of Captain H James, RE; dismantled and re-erected in present position 1867 (Patterson, p28). Coursed squared stone, laid randomly, with ashlar dressings. Approx. 50 metre length of wall with end towers. Towers of 2 stages (to north) and 3 stages (to south), battered, and with round-arched openings (some blocked), and vertical and looped cruciform slits. Wall has walkway backed by parapet wall carried on 7 vaulted casemates (6 segmental-arched, 1 round-arched), the rear wall of each casemate having a blocked rectangular opening, probably coal shute hole (the casements were used as coal stores at one stage), and the central one a large entrance way. Projecting section of walling at right end has slits over 4 round-arched entrances, the 2 at centre blocked, the outer 2 with ashlar tympana carved with date 1886, and cipher. HISTORY: the battery was located originally just to the west of the present No.15 dock (not listed, Patterson, p.25). At the time of the re-erection of the battery, it extended to the Round Tower (qv) but the northern end was demolished in 1912 to make way for a rail link (Riley). (Sources: The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 417; The Portsmouth Papers: Riley RC: The Evolution of the Docks &

Industrial Buildings in Portsmouth: Portsmouth: 1985: 21, 25, 26; A Military Heritage: Patterson B H: A History of Portsmouth & Portsea Town Fortifications: Portsmouth: 1984: 25, 28).

Selected Sources

1. Book Reference - *Author:* BH Patterson - *Title:* A History of Portsmouth and Portsea Town Fortifications - *Date:* 1984 - *Page References:* 25, 28
2. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 417
3. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 21, 25, 26

National Grid Reference: SU 63950 01272

ROUND TOWER, CIRCULAR ROAD

List entry Number: 1244590

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476644

Reasons for Designation

SU 60 SW CIRCULAR ROAD (North, off) 774-1/3/192 HM Naval Base Round Tower
GV II

Part of dockyard sea defence wall, now naval accommodation. Built 1843–48 under direction of Captain H James RE; dismantled and re-erected in present position 1867 (Patterson, p28). Ashlar. Circular 3-stage tower, the lower stage battered, with rectangular and round-arched openings; machicolated band, rising over round archway on eastern side; machicolated parapet with roll-moulded coping. The tower was located originally to the north-west of the present No. 15 dock (not listed, Patterson, p25). (Sources: The Portsmouth Papers: Riley RC: The Evolution of the Docks & Industrial Buildings in Portsmouth: Portsmouth: 1985: 25; A Military Heritage: Patterson BH: A History of Portsmouth & -Portsea Town- Fortifications: Portsmouth: 1984: 25, 28; Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 59).

Selected Sources

1. Book Reference - *Author:* BH Patterson - *Title:* A History of Portsmouth and Portsea Town Fortifications - *Date:* 1984 - *Page References:* 25, 28
2. Book Reference - *Author:* DW Lloyd - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 59
3. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 25

National Grid Reference: SU 63908 01392

DOCKYARD EXTENSION WALL, CIRCULAR ROAD DOCKYARD EXTENSION WALL, FLATHOUSE ROAD

List entry Number: 1244592

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476646

Reasons for Designation

SU 6401 CIRCULAR ROAD HM Naval Base Dockyard Extension Wall 774-1/7/190
GV II

Includes: Dockyard Extension Wall, FLATHOUSE ROAD HM NAVAL BASE Dockyard wall. c1864–1870 (Riley) with C20 alterations. Rubblestone and red brick. Chamfered plinth. Quoined brick pilaster strips and brick bands. Domed brick coping. Wall is approx. 4 metres high and at irregular intervals ramps up over round archways which give access to gun bastions which on the outer face of the wall are expressed as corbelled semi-circular oriels with 3 gun slits and coping. At intervals there are bricked-up quoined doorways with concreted lintels. Opposite building No. 3/88 (not included) is the old Pitt Street Gate which has rectangular piers of banded brick and concrete blocks with flat concrete coping and lamps; 2-leaf board gate with iron spikes. Near the Unicorn Gate (qv) on the inner side of the wall is a reset small iron cupboard having strap-hinged door with circular vents and central hole. Originally the cupboard was set nearer the Unicorn Gate and in the outer face of the wall; inside was a gas jet from which pipes could be lit. HISTORY: the cupboard was on the outside of the wall since smoking and carrying of matches was forbidden inside the dockyard. The wall was built as part of the dockyard extension programme which was begun in 1864, the scheme for it being drawn up by Colonel Sir Andrew Clarke (Royal Engineers). (Sources: *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 418; The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 22, 25).*

SU 6401 FLATHOUSE ROAD HM Naval Base 774-1/7/190 Dockyard Extension Wall
GV II

See under: Dockyard Extension Wall, CIRCULAR ROAD HM NAVAL BASE

Selected Sources

1. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 418
2. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 22, 25

National Grid Reference: SU 63999 00829

NUMBER 6 BOATHOUSE (BUILDING NUMBER 1/23) AND SLIPWAY TO FRONT, COLLEGE ROAD

NUMBER 6 BOATHOUSE (BUILDING NUMBER 1/23) AND SLIPWAY TO FRONT, MAIN ROAD

List entry Number: 1244594

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476648

Reasons for Designation

SU 6300 SW COLLEGE ROAD (Northwest side) HM Naval Base 774-1/30/201 No.6 Boathouse (Building No 1/23) and slipway to front

GV II*

Includes: No. 6 Boathouse (Building No. 1/23) and slipway to front, MAIN ROAD HM NAVAL BASE Mast house, then boathouse with slipway at front. 1845; bomb-damaged 1941. Designed by Captain RS Beatson RE, contractor Mr Rigby. Yellow brick in ashlar bond with ashlar dressings, with internal cast-iron frame. Replacement mid-late C20 corrugated iron roof with roof lights. EXTERIOR: 3 storeys, on west side the ground level being lower to give access to adjacent mast pond. 5-sided, the rectangular plan having diagonal wall built across south-east corner. The bomb damage was to the east end, where the building remains a shell with first-floor windows blocked and 2nd floor missing. Ashlar plinth, to west elevation; band over ground floor; eaves band and cornice. Windows have flat brick arches, projecting ashlar sills, and C20 replacement metal windows; they are shorter on ground and 2nd floors. Loading doors have eared ashlar architraves with tripartite

keystones. West elevation: 9 bays, 3 central bays breaking forward. At centre of each 3-bay section a large round- arched entrance with impost, keystones, studded double board doors, fanlights, and lamp on left of central door. Iron mooring rings at low level. A brick chimney rises behind parapet at right-hand corner, tapering and corniced. Slipway along front, sloping down to Mast Pond (qv), is of stone setts with iron mooring rings and a track of granite slabs with iron rollers leading up to each entrance of the boathouse (that leading to the right-hand entrance now built over). North elevation: 15 bays, with 2-bay end breaks and 3-bay central break which has a central loading door on each floor, now blocked. East elevation: 6 bays, with loading doors on each floor of bays 2 and 5. South-east elevation: 5 bays with central loading doors. South-west elevation: 11 bays with central 3-bay break which has central loading doors, that on 1st floor with crane. Double board door to ground floor of bay 3. INTERIOR: cast-iron columns; cast-iron segmental-arched beams across shorter spans, and cast-iron trussed beams across wider spans. On 3rd floor, braced rivet ted steel roof trusses. Wooden floors. On ground floor, 3 slipways with a double row of columns between (14 columns to a row); above the central slipway the ceiling is open, to allow mast-fitting. At west end is a trap door, strengthened by 2 extra columns. HISTORY: designed by Beatson to take an exceptionally heavy load, and of interest with his other work at Portsmouth, the Fire Station and Chain Testing Shop (qqv). This must have been one of the last uses of trussed beams before the 1847 Dee Bridge disaster enquiry discredited their use. A contrasting design to the traditional timber 1844 Lower Boat House at Chatham, and the innovative 1859 Boat store at Sheerness designed by GT Greene. Boats could be lifted internally through to the upper floors. Lloyd (1974) observes that "This is one of the earliest buildings where load-bearing iron-framed construction is used on such a massive scale, and with such sophistication". (Sources: The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 410; Portsmouth Naval Base Property Trust: Naval Heritage at Portsmouth, Visitor's Guide: Portsmouth: 1988; Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 72). SU 6300 SW MAIN ROAD (East side) HM Naval Base 774-1/30/201 No. 6 Boathouse (Building No 1/23) and slipway to front

GV II*

See under: No. 6 Boathouse (Building No. 1/23) and slipway to front, COLLEGE ROAD HM NAVAL BASE

Selected Sources

1. Book Reference - *Title:* Naval Heritage of Portsmouth Visitors Guide - *Date:* 1988
2. Book Reference - *Author:* DW Lloyd - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 72
3. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 410

National Grid Reference: SU 63044 00421

FORMER PAY OFFICE (BUILDING NUMBER 1/11), COLLEGE ROAD

List entry Number: 1244597

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476650

Reasons for Designation

SU 6300 SW COLLEGE ROAD (South side) HM Naval Base 774-1/30/197 Former Pay Office (Building No. 1/11)

GV II

Former pay office. Reputed to be 1798 by Sir Samuel Bentham (Lloyd 1974); C19 addition; bomb-damaged c1940 and subsequently rebuilt. Grey brick in header bond with dressings of red brick and ashlar. Concealed roof. EXTERIOR: formerly 2 storeys, now one. North elevation: 4 surviving

bays, building originally extending further to left. Plinth. 4 round archways, the 3 on right closely spaced and containing sashes with glazing bars (radial in the heads of the 2 left-hand windows) and with ashlar sills. Archway on left has C20 part-glazed door and fanlight. All linked by impost band and having keystones rising into 1st-floor band. Traces of former 1st-floor windows, the wall now forming parapet. Rear: much C19 and C20 graffiti. Right return: C 19 single-storey lean-to wooden addition having wooden columns and windows between. INTERIOR: in the 2 right-hand bays, wall pilasters and a central row of cast-iron columns in the form of shafted columns with pronounced entasis support quadripartite brick vaults. Strong-room with safe. Door and windows on north front have wooden architraves and panelled reveals. HISTORY: believed to be one of the earliest examples of a fire-proof building (with iron columns and brick vaults) in the south of England. (Sources: The Buildings of England: Pevsner N & Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 411-412; Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 70).

Selected Sources

1. Book Reference - *Author:* DW Lloyd - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 70
2. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 411-412

National Grid Reference: SU 63092 00403

ADMIRALTY HOUSE (BUILDING NUMBER 1/20) AND ATTACHED RAILINGS, COLLEGE ROAD

List entry Number: 1244604

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476655

Reasons for Designation

SU 6300 NW COLLEGE ROAD (East side) HM Naval Base 774-1/29/194 Admiralty House (Building No 1/20) and attached railings

GV II*

Commissioner's house, now Commander-in-Chief's residence. 1784–6 by Samuel Wyatt, Clerk of Works Thomas Telford; for the Navy Board. C19 additions and alterations. Bomb-damaged 1941 with subsequent restoration. Yellowish brick in Flemish bond with ashlar dressings. Hipped slate roofs with brick stacks, those of centrepiece with ashlar cornices and set flanking cupola. Mid Georgian style. EXTERIOR: 3 storeys with basement, 5 bays, with slightly recessed 3-bay wings of 1 storey with basement, and single storey 1-bay end pavilions. At left end, 2-storey 2-bay addition, gable end-on, projecting slightly. Ashlar plinth and ground-floor band; moulded sill string to ground floor; 1st-floor sill band; dentilled cornice and blocking course to centrepiece; cornice and ashlar parapet with -balustraded panels to wings; corniced pediments to pavilions. Windows have gauged brick flat arches; sashes with glazing bars, replaced on 1st floor and to left wing; on 2nd floor, 6-pane sashes with ashlar sills; added louvred shutters to 1st and 2nd floors. At centre, mid-late C 19 portico with round-arched entrance and windows, iron- bracketed canopy, parapet, and stone steps inside up to entrance with part-glazed, panelled, double door. The added 2-stage wooden cupola has octagonal upper stage with round-arched windows, pilasters, "imposts" and "keystones"; and swept lead roof carrying flagpole. The end pavilions each have a window within a round-arched recess, that on left replaced by wide C19 tripartite sash. Addition at left end has internal porch on right with Ionic columns supporting entablature and console- bracketed segmental pediment; 6-pane sashes, shorter on 2nd floor, and modillioned eaves cornice. At right end, stone steps down to basement area and iron railings and gate, the bars of bulging "I" section and the gate having a base rail of ovals. Rear: 3-bay centre-piece has C19 central 2-storey porch addition and

flanking, pilastered, baywindows. On left, late C19 projecting single- storey billiard-room with roof lantern. Right-hand wing, rebuilt after bomb damage, links to end pavilion which has tall window in round-arched recess. INTERIOR: entrance vestibule with fluted, foliate, cornice and pilastered architraves leads to full-depth hall with rich cornice (urn, garland and egg-and-dart motifs) off which are drawing and dining rooms. The former has decorative marble fireplace by John Bacon (Lloyd, p413) with central portrait and with Neptune's trident and entwined dolphins to pilaster jambs. The dining room has similar fireplace, also by Bacon, the decorative shell centrepiece flanked by dolphins and lions' heads, and with garlands to pilaster jambs. Also in this room, semi-domed recess with decorative plasterwork, including central roundel and ribs of husks, flanked by doors in original corniced architraves which have acanthus- leaf friezes. Decorative fireplace also in morning room (front right); and former library (front left) recorded as having original bookcases, one still intact (Lloyd, p413). Main staircase (rebuilt mid C20) has mid- late C19-style openwork balusters; original dog-leg secondary stair has stick balusters, scrolled brackets, and 2nd handrail carried on band of ovals. On 1st and 2nd floors, panelled doors, reveals, and shutters; decorative wooden fireplaces and ceiling cornices (all plainer on 2nd floor). HISTORY: built as the residence of the Navy Board's Commissioner, who was in charge of the daily running of the dockyard. It accommodated also visiting royalty, and hence was built on a more lavish scale than might otherwise be expected. Notable as a rare and little altered design in the dockyards by a national architect. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850: Portsmouth: 1981: 6, plate 2; Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 54-61; The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 412-3).* Selected Sources

1. Book Reference - *Author: J Coad - Title: Historic Architecture of H M Naval Base Portsmouth 1700-1850 - Date: 1981 - Page References: 6*
2. Book Reference - *Author: Pevsner, Nikolaus and Lloyd, David - Title: Hampshire and the Isle of Wight - Date: 1967 - Journal Title: The Buildings of England - Page References: 412-413*
3. Book Reference - *Author: Coad, J.G. - Title: The Royal Dockyards, 1690–1850 - Date: 1989 - Page References: 54-61*

National Grid Reference: SU 63118 00505

NUMBER 1 PUMPING STATION (BUILDING NUMBER 2/201), ALDRICH ROAD

List entry Number: 1272260

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476630

Reasons for Designation

SU 6300 NW ALDRICH ROAD (West side) HM Naval Base 774-1/29/183 No 1 Pumping Station (Building No. 2/201)

GV II

Dock pumping station. Completed 1878. Part of scheme drawn up by Colonel Sir Andrew Clarke (Royal Engineers) and supervised by H Wood, J MacDonell and Charles Colson. Red brick in Flemish bond with blue brick bands and dressings of gauged red brick and ashlar. Corrugated sheet roof. EXTERIOR: main engine house has 6-bay north elevation expressed as 2 storeys. Small addition of 2 x 3 bays at right-hand (north-west) corner; lower full-depth parallel range with chimney on left (east) side, partially masked by mid-late C20 addition; boiler house range across rear (south side). North elevation: 1:4:1 bays with broad, banded end- pilasters. Recessed courses of blue brick. Chamfered ashlar plinth band. segmental-arched pedestrian entrance with board door to left bay. On ground floor, tall round-arched windows with metal glazing bars and ashlar arches, the intradoses with blue brick dentils. Ground floor cornice and 1st-floor band frame recessed panels with blue brick edging. On 1st floor, recessed panels with stepped and cogged

heads enclosing oculi with ashlar architraves. Cornice below parapet. End pilasters on ground floor have short round-arched windows with voussoirs; decorative pierced ashlar panels between ground-floor cornice and 1st-floor band, and segmental-arched windows. On left, lower range has 3 lunettes and ridge louvre to hipped, glazed roof. Set back is tall circular chimney with square, corniced, base and iron-banded shaft with roll-moulding at bottom and dentilled ashlar cornice at top. Returns of main section are in same style, the most west side having a tall segmental-arched entrance with double board door and banded pilaster jambs; lunettes rather than oculi to the 2 bays on its right side. On east side (left return), the lower range has continuous window with panelled wooden pilasters, wooden mullions and 4-pane windows; wall below is concrete-rendered. INTERIOR: main engine house retains 6 original panelled cast-iron columns with dentilled capitals and entablatures; its south elevation, inside boiler house, in same style as rest of exterior, having rusticated pilasters supporting dentilled round arches. HISTORY: the engine house originally contained two inverted vertical triple expansion steam engines driving plunger pumps for draining the docks. It also housed the air compressors for the caissons and some of the capstans and cranes. Built into the roof were salt water tanks linked to the salt water firefighting main. An early and architecturally impressive example of a triple expansion engine pumping house, with unusual structural iron work. (Sources: The Portsmouth Papers: Riley RC: The Evolution of the Docks & Industrial Buildings in Portsmouth: Portsmouth: 1985: 22-23).

Selected Sources

1. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 22-23

National Grid Reference: SU 63374 00987

ROYAL NAVY DETENTION QUARTERS (BUILDING NUMBER 2/44), ANCHOR GATE ROAD

List entry Number: 1272261

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476631

Reasons for Designation

SU 6300 ANCHOR GATE ROAD (Southwest side) HM Naval Base 774-1/8/184 R.N Detention Quarters (Building No. 2/44)
GV II

Military, then naval, prison. c1834; bomb-damaged c1940 with subsequent rebuilding. Red brick in Flemish bond; concealed roof. PLAN: axial plan of central full-height aisle with cells opening off. EXTERIOR: 3 storeys and basement. 18 bays, the NE and 5 SW bays rebuilt after bomb damage. Small segmental-arched windows with small-paned glazing, projecting sills, and some with bars. Large air vents with stone lintels and sills and perforated covers. Second-floor band; eaves band below concrete-coped parapet; gabled ridge sky-light; conical roof vents. North-west side: at left end, entrance- with metal grille formerly giving access to a small open court now an entrance porch. South-east side: at left end, basement door and window (further basement windows below present ground level). To right, a single-storey ablutions block, reroofed and added to. Gable ends each have a louvred segmental-arched vent to the roof skylight; at south-west end a door with iron gate. INTERIOR: two sets of iron stairs with octagonal newels up to cantilevered cast-iron galleries which run around 1st and 2nd floors, with 3 open wells on each floor and cross-braced balustrades (some balustrading and stairs renewed). Cells: some heavy nail-studded wooden doors survive; each has wooden shelf, hammock hooks, and floor and ceiling vent. Cell no. R4 retains old graffiti, including the date 1864 and the name of someone from HMS Warrior. HISTORY: a relatively intact example of an early C19 detention block. Maintenance records for the building go back to 1834.

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 63563 00649

NUMBER 15 STORE (BUILDING NUMBER 1/62) AND BOLLARD AT SOUTH EAST CORNER , ANCHOR LANE

List entry Number: 1272262

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476632

Reasons for Designation

SU 6200 NE ANCHOR LANE (South side) 774-1/17/186 HM Naval Base No 15 Store (Building No. 1/62) and bollard at SE corner
GV II*

Alternatively known as: East Sea Store, ANCHOR LANE HM NAVAL BASE Ropery store. 1771, much altered mid-late C20. Red brick with some blue headers in English bond. C20 flat-topped mansard roof of plain tiles with roof light, replaces former double-pitched roof. EXTERIOR: 3 storeys, formerly with cellar; 7 bays. Ashlar and concrete plinth on south side. Buttresses to ground floor each with brick table and stepped offset heads. Windows have segmental brick arches, replacement soldier-brick arches on 2nd floor, projecting sills and C20 metal windows. Inserted large loading doors. Boxed eaves. INTERIOR: replacement floors, stairs and roof trusses. SUBSIDIARY FEATURES: at south-east corner a bollard formed of an upended cannon barrel, probably early-mid C19 reused as bollard mid-late C19, with muzzle blocked. HISTORY: constructed as part of the rebuilding of the ropery after the fire of 1770; possibly used for storing tarred hemp before it was transferred to the ropery for laying. Though more altered than the roperies at either Chatham or Devonport, this is still one of the largest integrated groups of C18 industrial buildings in the country, and part of a group of late C18 stores. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850: Portsmouth: 1981:19–21; Coad J: *The Royal Dockyards 1690–1850: Aldershot: 1989: 132–136, 204).**

Selected Sources

1. Book Reference - *Author:* J Coad - *Title:* Historic Architecture of H M Naval Base Portsmouth 1700–1850 - *Date:* 1981 - *Page References:* 132-136
2. Book Reference - *Author:* Coad, J.G. - *Title:* The Royal Dockyards, 1690–1850 - *Date:* 1989 - *Page References:* 204
3. Book Reference - *Author:* Coad, J.G. - *Title:* The Royal Dockyards, 1690–1850 - *Date:* 1989

National Grid Reference: SU 62976 00507

NUMBER 16 STORE (BUILDING NUMBER 1/63) AND BOLLARD AT SOUTH WEST CORNER, ANCHOR LANE

List entry Number: 1272263

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476633

Reasons for Designation

SU 6300 NW ANCHOR LANE (South side) HM Naval Base 774-1/29/187 No. 16 Store (Building No. 1/63) and bollard at SW corner
GV II*

Alternatively known as: West Hemp House, ANCHOR LANE HM NAVAL BASE Hemp store, and bollard, now store. Store dated “GR III 1771”; much altered mid-late C20. Red brick with some

blue headers in English bond. C20 flat-topped mansard roof of plain tiles with rooflight replaces former double-pitched roof. EXTERIOR: 3 storeys and cellar. 18 bays. Ashlar plinth on south side. Buttresses to ground floor each with brick table and stepped offset head, a cannon-barrel bollard sunk against the north-western most buttress. Windows have segmental brick arches, replacement soldier-brick arches on 2nd floor, replacement concrete sills, and C20 metal windows. Large, inserted, C20 loading doors with folding metal doors. 2 pedestrian doors on north side. East gable has blue headers picking out royal initials, date, flag and crown. INTERIOR: replacement riveted steel roof trusses; mid-late C20 steel-framed internal structure. SUBSIDIARY FEATURES: at south-west corner a bollard formed of an upended cannon barrel, probably early-mid C19 reused as bollard mid-late C19, with muzzle blocked. HISTORY: originally called the West Hemp House, constructed as part of the rebuilding of the ropery after the fire of 1770. It is similar in design to the adjacent Nos 15 and 17 Stores (qqv). Though much altered, compared with the roperies at either Chatham or Devonport, this is still part of one of the largest integrated groups of C18 industrial buildings in the country, and part of a group with the other late C18 ropery buildings (qqv). (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: 19, plate 15; Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 204–206).

Selected Sources

1. Book Reference - *Author*: J Coad - *Title*: *Historic Architecture of H M Naval Base Portsmouth 1700–1850* - *Date*: 1981 - *Page References*: 19
2. **Book Reference** - *Author*: Coad, J.G. - *Title*: *The Royal Dockyards, 1690–1850* - *Date*: 1989 - *Page References*: 204–206

National Grid Reference: SU 63038 00525

NUMBER 17 STORE (BUILDING NUMBER 1/64) AND BOLLARDS AT NORTH WEST AND SOUTH WEST CORNERS, ANCHOR LANE

List entry Number: 1272265

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476635

Reasons for Designation

SU 6300 NW ANCHOR LANE (South side) 774-1/29/188 HM Naval Base No. 17 Store (Building No 1/64) and bollards at NW and SW corners
GV II*

Hemp store, now store. Dated 1781, much altered mid-late C20. Red brick in English bond with blue headers to 2nd floor and forming band above ground floor. C20 flat-topped mansard roof of plain tiles with rooflight replaces former double-pitched roof. EXTERIOR: 3 storeys. 14 bays. Ashlar plinth on south side. Buttresses to ground floor, each with brick table and stepped offset head. Windows have segmental brick arches, replacement soldier-brick arches on 2nd floor, projecting sills, C20 metal windows. Large, inserted, C20 loading doors with folding metal doors. Boxed eaves. On north side, board door at right end; bays 8 and 10 blind. At east end, single-storey 1-bay addition; above it, gable of main range has date picked out in blue headers. INTERIOR: replacement rivetted steel roof trusses. Replacement internal structure. SUBSIDIARY FEATURES: at north-west and south-west corners are bollards formed of upended cannon barrels, probably early-mid C19 reused as bollards mid-late C19; muzzles blocked, that of south-western bollard by a cannon ball. HISTORY: originally called the East Hemp House, and built as part of the rebuilding of the ropery after the fire of 1770. It is similar in design to the adjacent Nos 16 and 15 Stores (qqv). Though much altered compared with the roperies at Chatham and Devonport, this is still one of the largest integrated groups of C18 industrial buildings in the country. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: 19, plate 15; *The Buildings of England*: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 413; Coad

J: The Royal Dockyards 1690–1850: Aldershot: 1989: 204-206).

Selected Sources

1. Book Reference - *Author:* J Coad - *Title:* Historic Architecture of H M Naval Base Portsmouth 1700–1850 - *Date:* 1981 - *Page References:* 19
2. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 413
3. Book Reference - *Author:* Coad, J.G. - *Title:* The Royal Dockyards, 1690–1850 - *Date:* 1989 - *Page References:* 204-206

National Grid Reference: SU 63101 00546

DOCKS 1 TO 6 (CONSECUTIVE) QUAY WALLS AND BOLLARDS (INCLUDING NORTH AND SOUTH CAMBER MAST POND AND TUNNEL TO SAME), BASIN NUMBER 1

List entry Number: 1272267 (see scheduling entry 1001852; HAR, HCC BAR)

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476637 Asset Groupings

Reasons for Designation

SU 6200 NE BASIN NO.1 HM Naval Base 774-1/17/178 Docks 1-6 (consec), Quay walls and bollards (incl. N & S Camber, Mast Pond and tunnel to same)

GV I

Basin and docks with bollards and fairleads; quay retaining wall; mast pond now boat pond and tunnel to the latter. Mostly mid C18- early C 19, from 1796 under the direction of General Samuel Bentham (Inspector General of Naval Works); mast-pond 1665; bollards and fairleads mid C19. C19 and C20 repairs and alterations. Large blocks of tooled coursed, squared, stone with Roman numerals indicating water levels and round- cornered granite kerb-stones with iron mooring rings inset. Other mooring rings fixed to walls at lower levels. Tunnel has vault of red bricks. Iron mooring rings, bollards and fairleads. EXTERIOR: a complete complex of late C18 and early C19 ship building and repairing docks with associated quay walls and mooring fixtures. Docks have stepped sides with flights of steps and haulage slides; some retain later metal gates. Dock No. 4 has floor with central strip of granite setts flanked by brick paving. Quay and basin walls have narrow flights of steps and on north side of entry to North Camber is Kings Stairs, a flight of steps with wide, shallow, treads (resurfaced). On north side of Kings Stair Jetty is slipway of granite setts, with three cannon barrels reused as bollards. Basin entry on south side is inscribed "BRITANNIA 12th June 1801" (year of completion of basin extension, see below). Bollards are mostly square on plan with curved tops and embossed lettering, "VR" (they are similar to those associated with the 1840s–60s No. 2 Basin and docks, not included). Mast pond, of rectangular plan, has granite corbels to carry boathouses above (qqv Boathouse Nos 5 and 7). The tunnel entries are segmental-arched with giant voussoirs aligned to the stonework courses, and at west end are recesses for former lock gates (added 1797, Riley p7). The west entry (off South Camber) appears to have the quay wall built up against it (indicating possibly earlier date of tunnel). HISTORY: the mast pond was dug in 1665 (Naval Heritage at Portsmouth Visitors Guide), and is constructed of diagonally-tooled stone (the stonework of the other walling, and also of the 1690s Basin which survives under the Block Mills (qv) is vertically tooled). The Basin and docks are on the site of the late C15 dockyard. This was replaced by a large basin and 2 dry docks constructed 1689-98 under the direction of Edward Dummer, Surveyor to the Navy Board. One of the dry docks, replaced by the present No. 5 Dock, was important in being, along with Dummer's contemporary dry dock at Plymouth, the first in England to have stepped stone sides instead of timbering (Coad, 1981, p11). The existing basin incorporates parts of the 1690s basin which was reduced in size in the C18 and subsequently enlarged under the direction of Bentham incorporating 2 important features: 1) Bentham's inverted masonry arch tying together the entrance walls was probably the first use of the inverted arch

principle in dock building; 2) Bentham also made use of John Smeaton's waterproof cement (Riley p12). Dock No. 1 was constructed 1790-1801; Dock No.2, 1799-1802, designed by Bentham, contractors Parlby and Rankin; Dock No.3, 1799-1803, designed by Bentham; Dock No. 4, 1772 replacing 2 building slips of early-mid C18; Dock No. 5, 1769 incorporating 1690s work; Dock No.6 (on site of Dummer's smaller dry dock of 1690s), 1737-43, modified 1760s and 1777, and rebuilt 1810; North Camber, 1773-85, contractors Templar and Parlby, designed to give more wharfage capacity for loading and unloading. Docks were built with wooden floors until Bentham introduced the principle of using masonry floors. The quayside capstans were originally steam-powered being converted to compressed air early C20. Noted by Coad (1989, p97) as "the finest surviving group of such eighteenth century structures in Europe". (Sources: Coad J: Historic Architecture of HM Naval Base Portsmouth 1700- 1850: Portsmouth: 1981: 11 ; Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 97 ; The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 3-12 ; Portsmouth Naval Base Property Trust: Naval Heritage at Portsmouth -Visitor's Guide: Portsmouth: 1988; Winton J: The Naval Heritage of Portsmouth: 1985: 46, 104).

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1. Book Reference - *Title: Naval Heritage at Portsmouth - Date: 1988*
2. Book Reference - *Author: J Coad - Title: Historic Architecture of H M Naval Base Portsmouth 1700-1850 - Date: 1981 - Page References: 11*
3. Book Reference - *Author: J Winton - Title: The Naval Heritage of Portsmouth - Date: 1985 - Page References: 46, 104*
4. Article Reference - *Author: RC Riley - Title: The Evolution of the Docks and Industrial Buildings in Portsmouth - Date: 1985 - Journal Title: The Portsmouth Papers - Page References: 3-12*
5. Book Reference - *Author: Coad, J.G. - Title: The Royal Dockyards, 1690-1850 - Date: 1989 - Page References: 97*

National Grid Reference: SU 62843 00724

NUMBER 2 SHIP SHOP (BUILDING NUMBER 1/208), BOILER ROAD

List entry Number: 1272270

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476640

Reasons for Designation

SU 6200 NE BOILER ROAD (West side) HM Naval Base 774-1/17/189 No.2 Ship Shop (Building No 1/208)

GV II*

Alternatively known as: West Factory, BOILER ROAD HM NAVAL BASE Steam engineering works, now workshops. 1846-49 by Cpt Henry James RE, later alterations. Red brick in Flemish bond with granite and Portland stone dressings and brighter red brick gauged flat arches, corrugated iron roof with wrought-iron trusses. EXTERIOR: 2 storeys, 25 bays. East elevation bays arranged symmetrically 2:1:4:1:4:1:4:1:4:1:2. A long range facing the Steam Basin in 5 sections, divided by projecting single bays with rusticated long and short quoins; giant round arches with fluted keystones framing windows; impost bands continued within arches; and pediments to bays 3, 13 and 23. Recessed bays are set in pairs between giant pilasters and have giant round brick arches with keystones framing windows. Ashlar plinth and eaves cornice with blocking course. small-paned 3-light cast-iron windows, tall and round-arched on ground floor, smaller and near semi-circular above; all with deep stone sills. At ground-floor impost level, rail for dockyard crane is supported on massive iron wall plates. On 1st floor, small hand crane and platform survive at bay 8, platform at bay 3, and the crane housings at bay 23. Rainwater downpipes set against projecting

bays have heads dated 1847 and with initials “VR” and fouled anchor. Roof skylight. Rear: similar but without pediments and most windows renewed; the ashlar eaves cornice and blocking course restricted to the projecting bays and the giant pilasters; the right-hand part of the building is concealed by the Smithery, and the central lower part by a low brick addition. Right return (north elevation): some renewed brickwork. Giant corner pilasters frame full-height round archway with rusticated long and short quoins; cornice below pediment. Left return similar, but with steel roller door to ground floor and C20 replacement metal windows above. INTERIOR: contains a massive internal iron frame of cast-iron beams with parabolic bottom flanges with matching bridging beams fitting into sockets, supporting brick jack arches; upper floor with iron beams with parabolic bottom flanges and cast sockets with timber joists. Gantry crane carried on brick corbel band at window impost level and, across windows, on metal girders with decorative arched braces. Cast-iron spiral stairs up to 1st floor. Roof boarded and with braced iron trusses. HISTORY: originally the West Factory, housing (S-N) the engine erecting shop, the heavy turning shop, the central punching and shearing shop, and the 2 N sections for boiler construction and repair, on the upper floor the millwrights’ shop, light turning and fitting shop, pattern makers’ shop and pattern store. Shaft drive was taken from an 80hp beam engine at the centre of the rear elevation. The original intention was for a site to the E of the Steam Basin, abandoned because the land was not ready, and James felt the final building was compromised by its narrow site. The frame is a mature design using cast-iron, proportionate to the anticipated load, both live and dead; the bridging beams are remarkably long examples. The planning of the Portsmouth steam engineering facility is in contrast to the much more integrated Quadrangle (qv) at Devonport. Of considerable historic interest as one of the first of the new generation of heavy engineering shops at Portsmouth and Devonport for the transition to a steam-powered fleet, with the related brass and iron foundries (qqv). (Sources: The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 416; The Portsmouth Papers: Riley RC: The Evolution of the Docks & Industrial Buildings in Portsmouth: Portsmouth: 1985: 16; Evans D: The Buildings of the Steam Navy: 1994: 9-11; Professional Papers of the Royal Engineers, Series 3: James H: Description of the Steam Basin, Docks and Factory: 1953: 88-92).

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1. Book Reference - *Author:* D Evans - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 9-11
2. Article Reference - *Author:* H James - *Title:* Description of the Steam Basin Docks and Factory - *Date:* 1953 - *Journal Title:* Professional Papers of the Royal Engineers; Series 3 - *Page References:* 88-92
3. Book Reference - *Author:* Pevsner, Nikolaus and Lloyd, David - *Title:* Hampshire and the Isle of Wight - *Date:* 1967 - *Journal Title:* The Buildings of England - *Page References:* 416
4. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 16

National Grid Reference: SU 62935 00954

NUMBER 9 STORE (BUILDING NUMBER 1/35), MAIN ROAD

List entry Number: 1272283

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476670

Reasons for Designation

SU 6200 SE MAIN ROAD (West side) HM Naval Base 774-1/18/212 No. 9 Store (Building No. 1/35)
GV I

Naval store. Opened 1782. By Templar, Parlby and Templar (Riley). Red brick, in English bond; ashlar dressings. Flat-topped mansard slate roof with leaded top. PLAN: rectangular plan with

central ground-floor entry and stair. 3 storeys with cellar and attic, 13 x 3 bays. EXTERIOR: ashlar plinth and 1st-floor band and sill band; stepped brick eaves band below plain ashlar cornice; coped parapet. Ground-floor doorways round-arched ashlar surrounds with keystones rising into 1st-floor band, plinth blocks, and imposts. Windows are 18-pane sashes, 12-pane to 2nd floor, with gauged bright-red brick flat arches and ashlar sills; flat roofed attic dormers. Rainwater pipes with bulbous heads. North-east elevation: bays arranged 5:3:5 the centre projecting slightly below pediment with oculus. Blocked central entrance in architrave with tripartite keystone, flanked by windows. Doorways to other ground-floor bays have double doors, decorative fanlights with glazing bars and round-arched ashlar surrounds with plinth blocks, imposts, and keystones rising into deep 1st-floor band. Rear: as north-east elevation, but ground-floor openings of right half bricked up. Returns each have central entrance and loading door above, with double doors, fanlights with radial glazing bars, cantilevered landings to loading doors (that to left return now removed), and housings for cranes. Building surrounded by raised pavement of granite slabs carried on iron arches at front and brick plinth at rear, with iron grilles above cellar windows (formerly trap doors on rear side). INTERIOR: cellar: transverse brick walls between bays carry round-arched brick vaults; passage along rear side. On floors above, square wooden columns support large-scantling cross-beams and joists; wide wooden floorboards; some of the original woodwork replaced on 1st floor. Central wooden stair rising from ground to 2nd floor has open well, closed-string, shallow (replacement) treads, wide-spaced large-scantling plain balusters, square newels, and broad handrail. Roof board-lined with braced queen-post trusses of large-scantling timbers. HISTORY: the last of three large stores (with Nos 10 and 11 qqv) forming a notably fine group. Much of the Georgian yard was taken up by stores, and these are the most architecturally-distinguished surviving examples in any of the naval yards. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 132–136; *The Buildings of England: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 410; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 7, 10).

Selected Sources

1. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: Hampshire and the Isle of Wight - *Date*: 1967 - *Journal Title*: *The Buildings of England* - *Page References*: 410
2. Article Reference - *Author*: RC Riley - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: *The Portsmouth Papers* - *Page References*: 7, 10
3. Book Reference - *Author*: Coad, J.G. - *Title*: *The Royal Dockyards, 1690–1850* - *Date*: 1989 - *Page References*: 132–136

National Grid Reference: SU 62889 00409

NUMBER 10 STORE (BUILDING NUMBER 1/58), MAIN ROAD

List entry Number: 1272284

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476671

Asset Groupings

Reasons for Designation

SU 6200 SE MAIN ROAD (West side) HM Naval Base 774-1/18/215 No. 10 Store (Building No 1/58) GV I

Naval store, now museum. 1776 by Templar, Parlby and Templar (Riley), bomb damaged c1940, restoration work c1991. Red brick, with some glazed blue headers, in English bond; ashlar dressings. Flat-topped mansard slate roof with lead top. PLAN: rectangular plan with central ground-floor entry and stair. 3 storeys with cellar and attic, 13 x 3 bays. EXTERIOR: ashlar plinth and 1st-floor band and sill band; stepped brick eaves band below plain ashlar cornice; coped

parapet. Ground-floor doorways have round-arched ashlar surrounds with keystones rising into 1st-floor band, plinth blocks and impost. Windows: are 18-pane sashes, 12-pane to 2nd floor, with gauged bright-red brick flat arches and ashlar sills (some sills replaced in concrete); flat-roofed attic dormers. Rainwater pipes with square heads. North-east elevation: bays arranged 5:3:5, the centre projecting slightly below pediment with oculus and surmounted by 1992 replica clock tower cupola re-using clock faces, ball finial and weather-vane. To centre, large round archway in rusticated ashlar surround with impost, the voussoirs aligned to courses, and with modillion cornice; flanking windows, that on left replaced by entrance; doorways to other bays in round-arched ashlar surrounds with plinth blocks, impost and keystones rising into deep 1st-floor band. Rear: as north-east elevation. Above archway, on 2nd floor, is loading door with crane; and a lunette with radial glazing bars to pediment. The ground floor doorways have replacement double board doors and fanlights with decorative glazing bars. Returns each have central entrance and loading door above, with double doors and fanlights with radial glazing bars. Building surrounded by raised pavement of granite slabs carried on iron arches at front and brick plinth at rear, with iron grilles above cellar windows at front and trap doors at rear (mostly now all replaced by grilles). INTERIOR: cellar: transverse brick walls between bays carry round-arched brick walls; passage along rear side. On ground floor, central through passage has an entrance on each side with double board doors, fanlight with decorative glazing bars, and tooled ashlar architrave with impost and keystone. On each floor, square wooden columns support large- scantling cross-beams and joists; wide wooden floorboards, some being reused ships' timbers; much of the woodwork of south-east half of 1st floor and of 2nd floor replaced. Original heavy wooden stair rising from ground to 1st floor has open well, shallow treads, widely-spaced large- scantling plain balusters, square newels with moulded caps and broad handrail. Roof board-lined and with braced queen-post trusses of large- scantling timbers, the south-eastern half of the building having attic and roof rebuilt 1991-92. The bells and clock in the cupola are C19 (clock dated 1878 and made by Gillet and Bland, Team Clock Factory, Croydon), brought from a Bristol School (possibly Bristol Grammar School). HISTORY: one of three large stores (with Nos 9 and 11 qqv) forming a notably fine group. Much of the Georgian yard was taken up with stores, and these are the most architecturally distinguished surviving examples in any of the naval yards. Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 132-136 ; *The Buildings of England*: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 410; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 7, 10).

Selected Sources

1. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: Hampshire and the Isle of Wight - *Date*: 1967 - *Journal Title*: *The Buildings of England* - *Page References*: 7, 10
2. Article Reference - *Author*: RC Riley - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: *The Portsmouth Papers*
3. Book Reference - *Author*: Coad, J.G. - *Title*: *The Royal Dockyards, 1690–1850* - *Date*: 1989 - *Page References*: 132-136

National Grid Reference: SU 62847 00479

NUMBER 11 STORE (BUILDING NUMBER 1/59), MAIN ROAD

List entry Number: 1272285

Grade: I

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476672

Reasons for Designation

SU 6200 NE MAIN ROAD (West side) HM Naval Base 774-1/17/217 No. 11 Store (Building No 1/59)
GV I

Alternatively known as: Present Use Storehouse, MAIN ROAD HM NAVAL BASE Naval store, now

museum, library and offices. 1763 by Templar, Parlby and Teniplar; restored after fire damage 1874 (Riley). Red brick with some glazed blue headers, in English bond; ashlar dressings. Flat-topped mansard slate roof with lead top. PLAN: rectangular plan with central ground-floor entry and stair. EXTERIOR: 3 storeys with cellar and attic, 13 x 3 bays. Ashlar plinth and 1st-floor band and sill band; stepped brick eaves band below plain ashlar cornice; coped parapet. Ground-floor openings (originally doorways) have round-arched ashlar surrounds with keystones rising into 1st-floor band, plinth blocks, and imposts. Windows are 18-pane sashes, 12-pane to 2nd floor, with gauged bright-red brick flat arches and ashlar cills (some cills replaced in concrete); flat-roofed attic dormers. Rainwater pipes with bulbous heads. North-east elevation: bays arranged 5:3:5 the centre projecting slightly below pediment with later clock; central panelled double door in eared architrave with tripartite keystone, flanked by windows. Doorways to other ground-floor bays, now windows, have round-arched ashlar surrounds with plinth blocks, imposts, and keystones rising into deep 1st-floor band. Rear: as north-east elevation, central 2nd floor loading door with crane; oculus in pediment. Returns each have central entrance and loading door above, with double doors, fanlights with radial glazing bars and cantilevered landings to loading doors (that to left return now replaced by late C20 bridge providing link to No. 10 Store (qv); right return retains crane-housing. Building surrounded by raised pavement of granite slabs carried on iron arches at front and brick plinth at rear, with iron grilles above cellar windows (formerly trap doors on rear side). INTERIOR: cellar: transverse brick walls between bays carry round-arched brick vaults; passage along rear side. On floors above, square wooden columns support large-scantling cross-beams and joists; wide wooden floorboards; ground floor reconstructed as museum gallery but retaining some old floorboards including some reused ships' timbers. Some of the 1st and 2nd floor rooms board-lined, the eaves boards with flower-like vents. Original heavy central wooden stair rising from ground floor to attic has open well, closed string, shallow treads, turned balusters, square newels with moulded caps and broad moulded handrail (a more decorative stair than those in the slightly later No. 9 and No. 10 Stores, qqv). Roof board-lined with braced queen-post trusses of large-scantling timbers. HISTORY: one of three large stores (with Nos 9 and 10 qqv) forming a notably fine group. Much of the Georgian yard was taken up with stores, and these are the most-architecturally distinguished surviving examples in any of the naval yards. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 132-136; *The Buildings of England*: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 410; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks & Industrial Buildings in Portsmouth*: Portsmouth: 1985: 7, 10).

Selected Sources

1. Book Reference - *Author*: Pevsner, Nikolaus and Lloyd, David - *Title*: Hampshire and the Isle of Wight - *Date*: 1967 - *Journal Title*: *The Buildings of England* - *Page References*: 410
2. Article Reference - *Author*: RC Riley - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: *The Portsmouth Papers* - *Page References*: 7, 10
3. Book Reference - *Author*: Coad, J.G. - *Title*: *The Royal Dockyards, 1690–1850* - *Date*: 1989 - *Page References*: 132-136

National Grid Reference: SU 62807 00540

HYDRAULIC ENGINE HOUSE (BUILDING NUMBER 1/38) SOUTH WEST OF NUMBER 9 STORE WITH BOLLARD AT SOUTH WEST CORNER, MAIN ROAD

List entry Number: 1272286

Location

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476673

Reasons for Designation

SU 6200 SE MAIN ROAD (West off) HM Naval Base 774-1/18/208 Hydraulic engine house (Building No/38) SW of No. 9 Store with bollard at SW corner

GV II

Hydraulic engine house. 1861, by John Murray, Chief Engineer, extended c1904. Red brick in English bond with dressings of ashlar and gauged red brick, corrugated sheet roof. EXTERIOR: one storey with 2-storey accumulator tower rising from west end of engine house, N boiler house and S engine house extension. Chamfered plinth; ashlar impost band; tall round-arched windows with metal glazing bars, radial in heads, in gauged-brick round-arched recesses; stepped dentilled eaves band; cornice; flat-coped parapet, much rebuilt. South-west elevation: 3:3:1 bays, 3 left bays c1904 engine house with 16-pane sashes, loading doors and pediment. Central accumulator tower has bays framed by pilasters and stepped bands; wider round-arched central bay with former entrance; 1st-floor band and cornice. Right bay has inserted entrance. South-east elevation of 1:3 bays, left bay recessed. North-east elevation of 1:3:2 bays having early C20 entrance, up steps, on left; and later sliding doors and windows on right, under rebuilt pediment. North-west elevation masked by later building. SUBSIDIARY FEATURES: cast-iron inverted canon bollard approx 3m to south-west of south-west corner. INTERIOR of 1904 extension has king post roof, and strongly-built corners, as the Brass Foundry (qv). HISTORY: pressurized the hydraulic system for 8 cranes on the Watering Island, 9 capstans and 9 lifts, and the mechanism in the Chain Test House (qv) (Riley). A comparatively early example of a hydraulic engine house, with group value with the Chain Testing House. (Sources: The Portsmouth Papers: Riley RC: The Evolution of the Docks & Industrial Buildings in Portsmouth: Portsmouth: 1985: 25; Evans D: The Buildings of the Steam Navy: 1994:15).

Selected Sources

1. Book Reference - *Author:* D Evans - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 15
2. Article Reference - *Author:* RC Riley - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 25

National Grid Reference: SU 62883 00376

STATUE OF CAPTAIN SCOTT AT WEST END OF BUILDING NUMBER 1/87C (BUILDING NUMBER 1/87C NOT INCLUDED), MAIN ROAD

List entry Number: 1272287

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476674

Reasons for Designation

SU 6200 NE MAIN ROAD (Northeast side) HM Naval Base 774-1/17/223 Statue of Captain Scott at W end of Building No. 1/87C (Building No 1/87C not included)

GV II

Statue of Captain Scott (of the Antarctic), d.1912. Designed by Lady Katherine Scott (his widow) (Lloyd). Bronze, granite, and concrete. Stepped concrete podium; swept rock-faced granite plinth; pedestal, with bronze commemorative plaque on west side, supports bronze statue of Scott, cap in hand, with husky dog lying at his feet. Commemorates Captain Robert Falcon Scott, RN, CVO, 1868–1912; with quotation from his journal. (Source: Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 86).

Selected Sources

1. Book Reference - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 86

National Grid Reference: SU 62865 00528

STATUE OF WILLIAM III TO SOUTH WEST OF BUILDING NUMBER 1/87C (BUILDING NUMBER 1/87C NOT INCLUDED), MAIN ROAD

List entry Number: 1272288

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476675

Reasons for Designation

SU 6200 NE MAIN ROAD (Northeast side) HM Naval Base 774-1/17/224 Statue of William III to SW of Building No. 1/87C (Building No 1/87C not included)

GV II

Statue of William III. Dated 1718, relocated C19 and C20. Sculptor, Van Noss (Lloyd). Gilt statue, ashlar plinth, concrete podium. Plinth has moulded base and cornice; panelled sides and inscriptions "Gulielmo III Optimo Regi", and "Ricardus Norton Humilime O.D." The statue is of William III dressed as a cloaked Roman General, crowned with a laurel wreath, holding a baton. William III order a major expansion of the naval dockyard in 1690. The statue originally stood on the parade ground, in front of Long Row (qv), and then in front of Admiralty House (qv) before being brought to its present location (Lloyd O). (Sources: Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 86; The Buildings of England: Lloyd DW: Hampshire and the Isle of Wight: Harmondsworth: 1985: 411).

Selected Sources

1. Book Reference - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 86
2. Book Reference - *Author:* Pevsner, N - *Title:* The Buildings of England: Hampshire and the Isle of Wight - *Date:* 1967 - *Page References:* 411

National Grid Reference: SU 62870 00518

NUMBER 33 STORE (BUILDING NUMBER 1/150), MAIN ROAD

List entry Number: 1272289

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476676

Reasons for Designation

SU 6200 NE MAIN ROAD (East side) HM Naval Base 774-1/17/220 No 33 Store (Building No. 1/150)
GV II

Stores and workshops. 1782 (Property Register), with later alterations. Red brick in English bond with ashlar dressings and gauged bright-red brick flat arches to openings. Hipped slate roofs. PLAN: 2 parallel ranges with linking intermediate courtyard, this later roofed over and built up to form one large block. EXTERIOR: 2 now 3 storeys; 17 x 10 bays. Ashlar plinth, 1st-floor plat band, and string on stepped, dentilled brick band over 1st and 2nd floors; parapet with flat coping. Tall windows with 18-pane sashes and stone sills. Panelled and board doors. North elevation: 3 central bays projecting and 3 right hand bays recessed on ground and 1st floors, the 2nd floor in line across whole elevation indicating that it is of a later build. On ground floor, 7 round archways with ashlar impostes and keystones and containing a 12-pane sash or an entrance (bays 3, 7 and 13, the 2 former now with windows). One bulbous rainwater head and parts of the lead downpipe. West elevation: arranged 4:3:3 bays, the end sections projecting. 2 inserted mid (20 wide entrances, to central and right-hand sections; left-hand section has windows set in pairs and central 4-panel door below small-pane overlight. South elevation: arranged 2:5:3:5:2 bays, ends and centre projecting. Inserted segmental-arched entrances to bays 9 and 13; original flat-arched entrance with board door to bay 5.2 original bulbous rainwater heads, that on left embossed "GR 1787", and parts of

lead downpipes. East elevation: 3:3:3 bays, ends projecting. Original cambered-arched entries to bays 3 and 7 and round-arched entrance with impost and keystone to bay 6; inserted segmental-arched entrance to bay 2. INTERIOR: chamfered square wooden columns support large-scantling chamfered cross-beams. In north range at north-west corner an open-well stair with widely-spaced plain cast-iron balusters, decorative columnar cast-iron newels, and ramped wooden handrail. Similar, but plainer, stair at east end. HISTORY: built as one of 4 similar store/workshops to a courtyard plan as part of the dockyard modernisation programme. The central open area was used for timber storage. This block was the north-western one. The south-western and south-eastern blocks survive as No. 24 and No. 25 Stores' Jago Road (qqv); the north-eastern block, much damaged 1940s, as Building No. 1/149 (not included). Though altered, part of a planned group of interest as an attempt to rationalise dockyard workshop activities in a formal arrangement of self-contained buildings. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 153 ; *The Buildings of England: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 414; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 10-11).

Selected Sources

1. Article Reference - *Author*: Riley, R C - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: The Portsmouth Papers - *Page References*: 10-11
2. Book Reference - *Author*: Coad, J G - *Title*: The Royal Dockyards 1690-1850: Architecture and Engineering Works of the Sailing Navy - *Date*: 1989 - *Page References*: 153
3. Book Reference - *Author*: Pevsner, N - *Title*: The Buildings of England: Hampshire and the Isle of Wight - *Date*: 1967 - *Page References*: 414

National Grid Reference: SU 62964 00786

NUMBER 5 BOATHOUSE (BUILDING NUMBERS 1/27 AND 1/28), MAIN ROAD

List entry Number: 1272290

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476677

Reasons for Designation

SU 6200 SE MAIN ROAD (East side) HM Naval Base 774-1/18/210 No. 5 Boathouse (Buildings Nos 1/27 & 1/28)

GV II

Masthouse then boathouse and sail loft, now museum. 1882 (Riley) on site of earlier boathouse. Timber framed with weatherboard cladding and corrugated iron roofs. EXTERIOR= 2 parallel ranges of 1 storey, 2:2 x 12 bays, built over Mast Pond (qv); with 3rd, shorter, range (former sail loft) set back against right return, originally of 2 storeys with loft. Small-pane wooden windows in flush wood frames. Board doors. Bracketed boxed eaves. The 2 main ranges are built on a wood and iron substructure which has iron posts with wooden braces to iron girders and wooden joists. South-west elevation: the 2 main ranges have 4 original wide entrances replaced by (20 doors, small-pane glazing, and vertical boarding. 2 louvred openings above to left range. Hipped roofs. Range set back on right has central late (20 door in original surround with bracketed wooden pentice; flanking continuous 4-pane windows with door to left; 3 small-pane windows above; and 2 strap-hinged loading doors in gable. Rear: main range has diagonally-tooled stone plinth with granite kerbstones; 5 bays of continuous board doors or replacement vertical boarding; louvred gable. Shorter range as before. Left return: bracketed iron balcony; 12 windows. Right return: main range has late (20 door and 5 windows on right of shorter range and 3 windows on left. INTERIOR: square wooden columns straight-braced to longitudinal and cross beams. Roof trusses have braced wooden king posts and vertical secondary braces; raking plank wind braces. HISTORY: one of a

pair of boathouse with No. 7 (qv). With the Lower Boat House, Chatham (qv), the last surviving examples of a once-common type, used for building and storing of small boats. (Sources: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 145; The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 409-410; The Portsmouth Papers: Riley RC: The Evolution of the Docks & Industrial Buildings in Portsmouth: Portsmouth: 1985: 11).

Selected Sources

1. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 11
2. Book Reference - *Author:* Coad, J G - *Title:* The Royal Dockyards 1690-1850: Architecture and Engineering Works of the Sailing Navy - *Date:* 1989 - *Page References:* 145
3. Book Reference - *Author:* Pevsner, N - *Title:* The Buildings of England: Hampshire and the Isle of Wight - *Date:* 1967 - *Page References:* 409-410

National Grid Reference: SU 63006 00370

NUMBER 7 BOATHOUSE (BUILDING NUMBER 1/29), MAIN ROAD

List entry Number: 1272291

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476678

Reasons for Designation

SU 6200 SE MAIN ROAD (East side) HM Naval Base 774-1/18/211 No 7 Boathouse (Building No. 1/29)

GV II

Mast house then boathouse. 1875 (Riley) on site of earlier boathouse. Timber-framed with weather-board cladding, north-east section of red brick with some blue headers in English bond. Hipped corrugated iron roofs. EXTERIOR: four parallel ranges of one storey; 2:2:2:2 x 18 bays, built out over Mast Pond (qv). Small-pane wooden windows in projecting wood frames. Board doors. Built on wood and iron substructure which has iron posts with wooden braces to iron girders and wooden joists. South-west elevation: 8 continuous wide entrances with folding doors. Rear: double board door to weatherboarded left-hand section. Right-hand section is of brick and has 3 recessed bays with flanking pilasters (paired each side of central bay) and stepped, cogged, heads each having central round- arched entrance (now bricked up) with brick “imposts” and ‘keystones”. Left return: left-hand section is of brick and has tall recesses with cogged eaves and replacement windows below gauged bright- red brick flat arches. Right return: bracketed iron balcony; 18 windows. INTERIOR: square timber posts with braces to longitudinal and cross- beams. Wooden roof trusses with iron king pins and plank ridge- piece. Skylights in northern pitches of roofs. HISTORY: one of a pair of boathouses with No. 5 (qv), and with the Lower Boat House, Chatham (qv), the last surviving examples of a once-common type used for building and storing small boats. (Sources: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989: 145; The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 409-410 ; The Portsmouth Papers: Riley RC: The- Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 11).

Selected Sources

1. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 11
2. Book Reference - *Author:* Coad, J G - *Title:* The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy - *Date:* 1989 - *Page References:* 145
3. Book Reference - *Author:* Pevsner, N - *Title:* The Buildings of England: Hampshire and the Isle of Wight - *Date:* 1967 - *Page References:* 409-410

National Grid Reference: SU 62968 00423

THE ROYAL NAVY SHELTER (BUILDING NUMBER 1/45, SOUTH RAILWAY JETTY**List entry Number:** 1272292**Grade:** II**Date first listed:** 13-Aug-1999**Legacy System: LBS UID:** 476679**Reasons for Designation**

SU 6200 SE SOUTH RAILWAY JETTY HM Naval Base The Royal Railway Shelter (Building No 1/45)
774-1/18/236

GV II

Railway shelter. 1888. Cast-iron frame; roof of asphalt on wooden lining. Single-storey open-sided structure of 1 x 7 bays. Pillars of cross section, support trussed iron arches spanning double track, and having flat-topped longitudinal braces with twisted iron struts springing from these. Three round-arched louvred dormers with wooden archivolt on each side of roof. Gable finials in form of crowned fouled anchor.

On west side, facing quayside, eaves are gabled with curved bargeboards and glass roofs.

INTERIOR not inspected. HISTORY: built for the use of the Royal Family visiting the yard, and part of a group with the Royal Station (qv). (Sources: The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 25; Evans D: The Buildings of the Steam Navy: 1994: 30).

Selected Sources

1. Book Reference - *Author:* Evans, D - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 30
2. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 25

National Grid Reference: SU 62729 00459**FORMER RAILWAY STATION AND WAITING ROOM (BUILDING NUMBER 1/47), SOUTH RAILWAY JETTY****List entry Number:** 1272293**Grade:** II**Date first listed:** 13-Aug-1999**Legacy System: LBS UID:** 476680**Reasons for Designation**

SU 6200 SE SOUTH RAILWAY JETTY HM Naval Base 774-1/18/234 Former Railway Station and Waiting Room (Building No. 1/47)

GV II

Railway station and waiting room, now offices. 1888, altered C20. Red brick in stretcher bond; cast-iron columns supporting wooden canopy; later infill of vertical wooden boards. Replacement roof of corrugated iron. Brick end stacks. EXTERIOR: long single-storey range having canopy at front supported by arcade with decorative arched braces and scalloped, vertically boarded eaves; canopy partially underbuilt C20. Central entrance. Sash windows of 12 and 16 panes. Chimneys panelled and with decorative terracotta to arched openings and corbelled cornices. Returns: gables treated as pediments and with stepped dentilled bands. INTERIOR not inspected. HISTORY: built as shelter for the Royal Family and its party when visiting the yard. Part of a group with the Royal Shelter (qv). (Sources: The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 25; Evans D: The Buildings of the Steam Navy: 1994: 30).

Selected Sources

1. Book Reference - *Author:* Evans, D - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 30

2. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 25

National Grid Reference: SU 62717 00417

CHAIN AND CABLE TEST HOUSE AND STORE, CAPSTAN, CHAIN HAULAGE-WAYS ON NORTH (BUILDING NUMBER 1/41), SOUTH RAILWAY JETTY

List entry Number: 1272294

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476681

Reasons for Designation

SU 6200 SE SOUTH RAILWAY JETTY HM Naval Base Chain & Cable Test House & Store, Capstan, chain Haulage-ways on N (Building No 1/41) 774-1/18/233

GV II

Naval chain and cable test house and store, with capstan and chain haulage-way on north side. 1844–47, by Captain RS Beatson (Royal Engineers), roof by H Grissell; new annealing house 1866, extended 1879–80 for more powerful testing machinery; bomb damaged 1940 with much rebuilding subsequently of external structure; floor relaid 1991–92. Red and brown brick in Flemish bond; mid C20 work of pink brick in English and stretcher bonds. Roofs of corrugated metal with long roof lights. PLAN/ EXTERIOR: large single-storey rectangular structure comprising a number of parallel-roofed ranges with others at right angles. Original circular iron windows, small-pane metal windows with segmental brick arches, stone lintels or mid C20 concrete lintels and sills. Sliding board doors with similar arches/ lintels. On west side, principal range (probably 1879/80 with mid C20 repairs) of 9 bays arranged 2:2:1:2:2 has central door flanked by paired windows with further pairs of windows at each end flanked by broad brick pilasters rising into stepped brick eaves. On north side, 13-bay range on right has 3 doors; from the left-hand door and door of range on left haulage-ways of granite setts run out of the building towards a waisted, turning bollard. INTERIOR: a cast-iron frame of 2 aisles of Tuscan columns on plinths to I-section beams and tied at three-quarter height by segmental-arched ties with moulded spandrels, support roof trusses with paired wrought-iron ties and decorative cast-iron struts. Floor is of wooden blocks and granite setts, and has haulage-ways of iron ballast castings bearing arrowhead design and letters “PO”. There are turning bollards, formerly operated by the 2 capstans, and an inspection pit. HISTORY: the first testing and storage facility for iron cables, introduced into the navy from 1830s. Principally chain storage space, with E testing house, N junk (worn cable) store, S painting shop and chain cleaning shop, with annealing furnace; a new annealing house was added 1866 and new test house with more powerful testing machinery in 1880. The iron ballast castings bore the Portsmouth Dockyard identification motif so that commercial dockyards undertaking refitting would know where to return the ballast. A remarkable survival of interest as an example of fire proof design which clearly manifests its unique purpose. Beatson was also responsible for the Fire Stations and No. 6 Boat Store at Portsmouth (qqv). (Sources: The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 15-16; Evans D: The Buildings of the Steam Navy: 1994: 6-8).

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1. Book Reference - *Author:* Evans, D - *Title:* The Buildings of the Steam Navy - *Date:* 1994 - *Page References:* 6-8
2. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 15-16

National Grid Reference: SU 62785 00344

THE LION GATE, SOUTH RAILWAY JETTY**List entry Number: 1272303****Grade: II****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476685****Reasons for Designation**

SU 6200 SE SOUTH RAILWAY JETTY HM Naval Base The Lion Gate 774-1/18/235

GV II

Town gate, now naval entrance way. 1778, dismantled C19 and re-erected in present position 1929 (date stone). Ashlar. Central round archway with tripartite keystone and voussoirs aligned to the courses of the rusticated ashlar surround. Flanking paired pilasters with vermiculated bands support cornice and pediment in which is lion couchant bearing flag. To either side a similar pedestrian archway with round window over. On right side of central arch is block inscribed "The Lion Gateway Portsea. Built 1778. Incorporated in this building in the year 1929". The present appearance of the entrances owes much to the 1929 rebuilding. The archway was originally erected as one of the town gateways of Portsea (Lloyd). (Source: *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 410*).

Selected Sources

1. Book Reference - *Author: Pevsner, N - Title: The Buildings of England: Hampshire and the Isle of Wight - Date: 1967 - Page References: 410*

National Grid Reference: SU 62799 00400

NUMBERS 18 AND 19 STORES WITH LINKING AND ATTACHED BOLLARDS (BUILDINGS NUMBERS 1/65 AND 1/75), STONY LANE**List entry Number: 1272305****Grade: II*****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476687****Reasons for Designation**

SU 6300 NW STONY LANE HM Naval Base 774-1/29/238 Nos 18 & 19 Stores with linking And attached bollards (Buildings Nos 1/65 & 75)

GV II*

Alternatively known as: The Double Ropehouse and Hatchelling House, STONY LANE HM NAVAL BASE Hatchelling house and hemp store 1771, linking bridge late C18 to early C19 (Riley p11), all with later alterations; double ropehouse 1771-75, remodelled as storehouse 1868, major alterations and reconstruction 1954-61. Red brick with some blue headers in English bond. Plain tile roofs. EXTERIOR: No. 19 Store; 2 storeys. The 10 x 2-bay hatchelling house, to north, and longer 13 x 2-bay hemp store to south were originally free-standing; in the early C20 the narrow yard between them was roofed over to form a single storehouse. 2-light small-pane casement windows with segmental brick arches and projecting sills. South elevation: replacement metal windows, on 1st floor with concrete sills and lintels. 2 wide segmental-arched entrances (bays 2 and 7) with mid C20 folding steel doors. Eaves band. 3 late C20 roof-lights at left end. At right end, and partly blocking ground-floor window, is 2-storey, 3-bay bridge linking store and rope-house. Bridge has plinth with offsets; round central archway flanked by slightly lower segmental archways, each with ashlar impost and lunette above having radial glazing bars and stone sills (lunettes at centre on west side and at south end on east side are bricked up); stepped eaves. The former ropehouse is a very long range (1,095 feet) of 3 storeys and attic; 109 bays, almost symmetrical (west section longer by 1 bay), the 6 bays at each end breaking forward on each side as end blocks. Stepped plinth. Mid C20 metal windows with concrete sills and original segmental brick arches, replaced by soldier-

brick arches on 2nd floor. Large inserted, mid C20 loading entrances with folding steel doors, at each gable end as well as on long sides. Boxed eaves. Mid C20 brick fire walls rising through flat-topped mansard roof with hipped, glazed roof lights. At east end, the corners are canted on ground floor, the upper floors carried on large stone corbels. At centre of range a throughway was cut in the mid C19 (when building became a store). It has carriage arch flanked by pedestrian arches, all round-arched and with linking stone imposts; the central arch has keystone, on north side carved with fouled anchor; on each side at base are two bollards, (imitating upended cannon barrels with cannon balls in muzzles). Flanking throughway are wide round archways with imposts and keystones, bricked-up and now with doors. Another bollard comprising upended cannon barrel of C17 or C16 date with blocked muzzle at south-west corner of building. INTERIORS: the ropery was gutted mid C20 and has replacement steel-framed internal structure and roof trusses. The hatchetting house and hemp store is the only store in this part of the dockyard to retain its C18 internal features. Each has chamfered, square timber posts on padstones supporting large-scantling wooden cross-beams (a single row of posts in south range and 3 rows in north range). Roof trusses, of large-scantling timbers, have tie-beams and collared queen posts supporting down-braced king posts; trusses in south range cut through and altered. North range on ground floor has series of small, numbered brass plates (for measuring purposes); at east end is a trap door to 1st floor; and in north-east corner, the original wooden winder stair, having broad shallow treads, plain handrail on wooden posts, board-lined walls, and hinged shutter to ground floor stair window. HISTORY: in the Hatchelling House, hemp was straightened out, or hatchelled, by being pulled across boards studded with iron spikes. It was then carried across the bridge to the ropehouse for laying, made into hemp strings, and after these had been tarred, spinning into rope. This was the first naval double ropehouse, with the spinning house on the ground floor, the laying house on the 1st and 2nd floors and the lofts used by apprentice ropemakers. The building is the 6th great ropehouse to stand on the site since 1665. The 1760 plan for the dockyard was to move the ropeyard to the N end, but it was burnt down in both 1760 and 1770 before the land there had been reclaimed, and the new ropery had to be re-built on the old site. It was gutted by an arsonist fire in 1776, and rebuilt internally. Though much altered since ropemaking ceased in the mid C19, the ropery is of historic interest as the first naval double ropery, and the model for the much more complete example at Chatham (qv). With the hatchetting house, part of one of the largest integrated groups of C18 industrial buildings in the country. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: plates 13, 14, 16 ; Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 206 ; *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 410,414; *The Portsmouth Papers*: Riley R C: *The Evolution of the Docks & Industrial Buildings in Portsmouth*: Portsmouth: 1985: 11; *Portsmouth Naval Base Property Trust: Naval Heritage at Portsmouth, Visitor's Guide*: Portsmouth: 1988).

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1. Book Reference - *Title*: Naval Heritage of Portsmouth Visitors Guide - *Date*: 1988
2. Book Reference - *Author*: Coad, J - *Title*: Historic Architecture of H M Naval Base Portsmouth 1700–1850 - *Date*: 1981 - *Page References*: 13, 14, 16
3. Article Reference - *Author*: Riley, R C - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: The Portsmouth Papers - *Page References*: 11
4. Book Reference - *Author*: Coad, J G - *Title*: The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy - *Date*: 1989 - *Page References*: 206
5. Book Reference - *Author*: Pevsner, N - *Title*: The Buildings of England: Hampshire and the Isle of Wight - *Date*: 1967 - *Page References*: 410-414

National Grid Reference: SU 63092 00576

FIRE STATION (BUILDING NUMBER 1/77), THE PARADE**List entry Number: 1272306****Grade: II*****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476688****Reasons for Designation**

SU 6300 NW THE PARADE HM Naval Base Fire Station (Building No. 1177) 774-1/29/245
GV II*

Water tower with timber store below, then fire station, part now police offices. 1843-44, by Cpt. RS Beatson RE, strengthened by Fox, Henderson 1843, enclosed 1847; water tank removed 1950. Cast-iron frame supporting roof of iron plates; corrugated iron cladding. EXTERIOR: 2 stages, formerly with water tank on top. 3 x 13 bays. 2 tiers of columns with moulded caps and bases, lower ones bolted on to granite padstones, upper ones shorter, linked by segmental-arched beams with flat top flanges and pierced spandrels giving effect of double arcade. Oversailing bracketed gallery at top. Sides originally open, now infilled with corrugated iron and on west side having double board doors to fire- engine garages and tall over-lights with glazing bars. At south end, corrugated-iron lean-to. At north end, corrugated iron porch; 2 small-pane windows; cornice at level of lower columns capitals. Brick single-storey additions on east side. INTERIOR: two rows of columns with segmental-arched long and cross beams, the latter braced by inverted T-section beams with parabolic flanges; diagonal wrought-iron ties. Stone flag floor. HISTORY: the tower replaced a wooden structure built by Samuel Bentham for his salt water fire main laid round the Yard in 1800. The water tank held 840 tons of salt water, and the space beneath the tank was used for seasoning timber. A notable early example of a free-standing iron frame, related to Beatson's other iron-framed buildings at Portsmouth, the Chain Testing shop and No. 6 Boat Store (qqv). (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700-1850*: Portsmouth: 1981: 32, plate 26; *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 414; Evans D: *The Buildings of the Steam Navy*: 1994: 6).

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1. Book Reference - *Author*: Evans, D - *Title*: *The Buildings of the Steam Navy* - *Date*: 1994 - *Page References*: 6
2. Book Reference - *Author*: Coad, J - *Title*: *Historic Architecture of H M Naval Base Portsmouth 1700-1850* - *Date*: 1981 - *Page References*: 32
3. Book Reference - *Author*: Pevsner, N - *Title*: *The Buildings of England: Hampshire and the Isle of Wight* - *Date*: 1967 - *Page References*: 414

National Grid Reference: SU 63072 00622**LONG ROW (BUILDING NUMBERS 1/124-132) AND ATTACHED WALLS, 1 TO 9, THE PARADE****SPITHEAD HOUSE, 9, THE PARADE** [now called Mountbatten House]**List entry Number: 1272307 (see HAR)****Grade: II*****Date first listed: 13-Aug-1999****Legacy System: LBS UID: 476689****Reasons for Designation**

SU 6300 NW THE PARADE HM Naval Base 774-1/29/241 Nos 1-9 (Consecutive) Long Row
(Building Nos 1/124-132) and attached walls
GV II*

Includes: Spithead House (No. 9), THE PARADE HM NAVAL BASE Terrace of 9 dockyard officials' houses, now part offices and part accommodation, with attached garden walls. 1715-19, probably

by the master shipwright (Coad); stuccoed and porches added c1833; south end remodelled 1832 to form residence of the Admiral Superintendent of the Dockyard; later alterations. Red brick, front and sides stucco; concealed slate roof with stuccoed brick chimneys. Early Georgian style. PLAN: double-depth plan with front offices and lateral stairs, and rear service range round a courtyard. The outer houses form mirror-image semi-detached pairs. EXTERIOR: 3 storeys with basement. Central and end houses (Nos 1, 5 and 9) project slightly. Each house of 5 symmetrical bays with central entrance, but No.9, at right end, enlarged to 8 bays with return, entrance, elevation of 4 + 3 bays. Plinth with segmental-arched basement windows (some louvred, some with small-pane casements. 12-pane sashes in reveals with projecting sills; shorter unequally-hung 9-pane sashes to 2nd floor; most ground-floor windows, and some others, replaced by 6-pane sashes. Parapet has recess over each window and flat coping. Entrances: stone steps with replacement iron railings; wooden porches with paired pilasters supporting deep entablatures with cornices and blocking courses, half-glazed double doors with glazing bars and 3-pane overlights, 6-pane side-windows; inner original doors of 6 raised and fielded panels and including 3-pane light at top. No.9 has bracketed architraves to windows; eaves band with cornice instead of parapet; and cornices to chimneys. To its right return, entrance portico with paired fluted columns, entablature with blocking course, and late C20 glazed roof. Set-back 3-bay section on right has 5 windows to ground floor, 3 above, the outer 1st-floor windows in corbelled canted bays. A lower 2-storey wing with eight 1st-floor windows, one blind, set back on right. Left return (No. 1): side porch. Rear largely as completed, brick with segmental-arched windows with 18-pane sashes and smaller 12-pane sashes to 2nd floor. Central round-arched stair windows with keystones. Various additions. INTERIOR: some original panelled doors, wall panelling, and panelled window reveals with shutters. Marble fireplaces (probably early-mid C19) with pilasters and roundels to corners. Cornices. Moulded architraves with acorn and oak-leaf decorative motifs. Dog-leg stairs in panelled stair wells with closed strings, square newels, column-on-vase balusters, moulded tread ends and moulded handrails; acorn pendant to that of No. 6. Nos 1 and 2 have replacement stick balusters and handrails with spiral curtails. No. 9 (Spithead House) has similar fireplaces and architraves; panelled doors and window reveals with shutters; decorative cornices, friezes and chandelier roundels to ceilings. Entrance vestibule has curved corner niches and inner double door with overlight. Stair hall has curving open-well stair with open-string, balustrade with decorative balusters between panels of latticed ironwork with floral bosses; moulded handrail with spiral curtail on stick balusters; on 2nd floor, balustrade heightened by added band. SUBSIDIARY FEATURES: attached garden walls: at front, stuccoed wall ramps down from 1st-floor height on left to form wall enclosing front area, coped, and sweeping up to 5 entrances, set in front of each pair of houses, which have square gate piers, projecting intermediate piers. At right end matching wall curves around garden of No. 9, dying in No. 19 Store (qv), and having carriage and pedestrian entrances which have rusticated piers with plinths, pyramidal capstones and lanterns. At rear, the garden walls are approx. 2 metres high, mostly rendered and parts rebuilt; parts with pilasters, ramping and oversailing triangular coping (in same style as the dockyard wall of 1704-11, qv); east (rear) wall mostly rebuilt, but at No. 7 retaining original pilastered walling with a segmental-arched board door of ovals (similar to that in Admiralty House (qv)). HISTORY: the terrace originally accommodated the principal Dockyard officials, (eg. Master Shipwright and Master Attendant). When the Admiral Superintendent, formerly the Navy Board's Commissioner, was displaced by the Post Admiral from Admiralty House, No. 9 was enlarged for him. Part of the terrace is on the site of the old moat and fishponds dating to reconstructions in 1665/6. The garden of No. 9 includes part of the original Commissioner's garden of 1666 and some of the dockyard moat of the same period. One of the fine series of dockyard terraces which show a very early development of composed palace fronts to a terrace, and pre-dating for example Queen Square in Bath. This is a significant design in a national context of the development of the terraced house. (Sources: Coad J: Historic Architecture of HM Naval Base Portsmouth 1700-1850: Portsmouth: 1981: plates 5 & 7; Coad J: The Royal Dockyards 1690-1850: Aldershot: 1989: 52-54; Lloyd DW: Buildings of Portsmouth and its Environs: Portsmouth: 1974: 671).

SU 6300 NW THE PARADE HM Naval Base Spithead House (No 9) 774-1/29/241
GV II*

See under: Long Row (Building Nos 1/124-132) and attached walls, Nos 1-9 THE PARADE HM
NAVAL BASE

Selected Sources

1. Book Reference - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs -
Date: 1974 - *Page References:* 671
2. **Book Reference** - *Author:* Coad, J - *Title:* Historic Architecture of H M Naval Base Portsmouth
1700–1850 - *Date:* 1981 - *Page References:* pl 5, 7
3. Book Reference - *Author:* Coad, J G - *Title:* The Royal Dockyards 1690–1850: Architecture and
Engineering Works of the Sailing Navy - *Date:* 1989 - *Page References:* 52-54

National Grid Reference: SU 63095 00720

**BRASS FOUNDRY (BUILDING NUMBER 1/142 EAST END (PSTO (N) 34 STORE), VICTORIA
ROAD**

List entry Number: 1272308

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476690

Reasons for Designation

SU 6300 NW VICTORIA ROAD (South side) HM Naval Base 774-1/29/246 Brass Foundry (Building
No. 1/142, east end (PSTO (N) 34 Store)

GV II

Iron and brass foundry, now workshop. 1848, by Cpt. H James, RE; traveller road roofed 1888. Red
brick in English bond with granite plinth and Portland ashlar dressings; corrugated iron hipped
valley roof with ridge vents. Square plan, W traveller. EXTERIOR: single storey; 7 parallel hipped-
roofed ranges giving elevations of 7 x 7 bays, with bay added in same style at west end. Plinth.
Round-arched arcades framing large small-pane cast-iron windows, most replaced mid C20, N
and 2 ends with doorways 1 bay from the ends with fanlights and metal doors, keystones and
projecting blocking courses; impost band, eaves cornice and blocking course, raised over the
doorways. INTERIOR has a wrought-iron roof with angle struts and vertical round- section ties.
W former traveller road contains cast-iron traveller supports inscribed "JA BALDY IRON FOUNDER/
LNDPORT/1864". HISTORY: used temporarily for iron-founding before the construction of the
adjacent iron foundry (qv) from 1857. Originally with brass furnaces along the centre partition wall,
drawn by 4 central chimneys on iron frames, and 2 iron cupola furnaces and casting pits in the
foundry section. The building was, with James' No. 2 Ship Shop and Greene's Iron Foundry (qqv),
an integral element in the dockyard expansion of the 1840s which enabled the yard to deal with
the new steam-powered ships which the navy was beginning to employ. (Sources: The Portsmouth
Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth:
1985: 16; Evans D: The Buildings of the Steam Navy: 1994: 9-11, 17; Professional Papers of the Royal
Engineers, Series 3: James H: Description of the Steam Basin, Factory and other Works: 1853: 92).

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1. Book Reference - *Author:* Evans, D - *Title:* The Buildings of the Steam Navy - *Date:* 1994 -
Page References: 9-11, 17
2. Article Reference - *Author:* James, H - *Title:* Description of the Steam Basin Docks and
Factory - *Date:* 1953 - *Journal Title:* Professional Papers of the Royal Engineers; Series 3 -
Page References: 92
3. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial
Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 16

National Grid Reference: SU 63044 00835

WHITLEY ROOMS (BUILDING NUMBER 1/138) AND BOLLARD AT NORTH EAST CORNER, VICTORIA ROAD

List entry Number: 1272309

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476691

Reasons for Designation

SU 6300 NW VICTORIA ROAD (South side) HM Naval Base 774-1/29/249 Whitley Rooms (Building No. 1/138) and bollard at NE corner

GV II

Alternatively known as: Ivy Lane Cottage, HM NAVAL BASE Dockyard gatehouse, now office. 1857 (Property Register). Red brick in English bond with ashlar and replacement concrete dressings, and gauged red-brick arches to openings. Concealed hipped slate roof with rendered stack. EXTERIOR: 2 storeys. 2 bays x 3 on west elevation, 4 on east elevation. Plinth; round-arched openings and impost band to ground floor; flat-arched windows with replacement 12-pane sashes, and sill band on 1st floor; stepped dentilled eaves below cornice with blocking course. North elevation has blind windows, and door on left; south elevation a blocked, original, flat-arched doorway on left with blind window over; west elevation a door on left and inserted door between right-hand windows. At north-east corner is a cannon barrel of probably early-mid C19 date, reused as bollard probably mid-late C19 by setting barrel on end. INTERIOR: 2 blocked tall round archways in spine wall; closed-string stair with stick balusters and bulbous columnar newels. HISTORY: originally there were cells along the west side. The building adjoins the dockyard wall (qv), and served as a gatehouse to Marlborough Gate until the gateway was moved to the south. (Source: HM Naval Base Portsmouth: Property Register).

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 63182 00841

IRON FOUNDRY (BUILDING NUMBER 1/140) IRON FOUNDRY (BUILDING NUMBER 1/140) INCLUDING RAILINGS AND BOLLARDS, VICTORIA ROAD IRON FOUNDRY (BUILDING NUMBER 1/140), THE PARADE

List entry Number: 1272310 (see HAR, HCC BAR)

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476692

Reasons for Designation

SU 6300 NW VICTORIA ROAD (South side) 774-1/29/247 HM Naval Base Iron Foundry (Building No. 1/140) including railings and bollards

GV II*

Includes: Iron Foundry (Building No. 1/140), THE PARADE HM NAVAL BASE Iron foundry and smithery, disused. c1857-1861, by Col GT Greene RE and Andrew Murray, Chief Engineer; extended 1878, later alterations. Banded red brick in English bond with ashlar and brighter red brick dressings. Roofs of Welsh slate and corrugated iron. PLAN: half courtyard plan with N former foundry range containing crucible furnaces at rear, between E former shipwright's shop extending back with pediments front and rear, and longer 3-storey W former millwright's shop with roof water tank, with former pattern makers' workshop dated 1878 projecting from SE end. The courtyard had a large central rotating crane, and the steam engine was to the SE. EXTERIOR: the three principal sections differentiated architecturally: central foundry 2 storeys with basement, granite plinth, ashlar impost band and eaves entablature of frieze, cornice and blocking course.

Full- height round-arched recesses with keystones and brick voussoirs aligned to courses. Within each recess a tall segmental-arched window on ground floor and a shorter round-arched window above, windows all having small- paned metal frames and ashlar sills. North elevation: 1:11:1 bays, the end bays wider and project, that on left (east wing) pedimented, that on right (west wing) with 2nd storey, each has a giant round-arched entrance in ashlar surround, now bricked up and with windows; in pediment of left bay, a louvred oculus; on upper floor of right bay 3 round-arched recesses, central one with window. Eaves entablature breaks forward at centre and above entrances. Roof over central range hipped and with louvred skylight. East elevation: 6 bays as north elevation with middle bays open with cast-iron columns to heavy iron beam, subsequently built across. West elevation: 3 storeys, as north elevation, the 2nd floor having round-arched recesses with windows, and cornice below parapet. Segmental-arched basement windows, mostly bricked up, the area railings (at centre and left) having circular bars and columnar standards with plinths and plain capitals. Two giant entrances, as before, that on left with mid- late C20 outshut built across, that on right forming throughway to rear courtyard and having 2 cannon barrels reused as bollards (probably early-mid C19, reused mid-late C19) at south-west and north-east corners. South elevation: 4 bays, the 2 on left as before, the 2 on right a plainer addition. Courtyard elevations: north range has 2 tiers of round-arched windows; 2 entries, one covered by addition; and at right end a 2-storey projecting block with hipped Welsh slate roof. W wing has crane above throughway, and on left of throughway a projecting 3-storey 3-bay block. INTERIOR: contains brickjack arch floors with joists with parabolic bottom flanges, carried on riveted iron girders. In former foundry, brick walls carry rails for former travelling cranes, with wrought-iron roof trusses of diagonal struts and vertical ties. Stone flags to floors; rear cupola area of foundry had 2 areas with wrought-iron balconies, one with riveted traveller. Wrought-iron plates with holes defining position of cupolas. Similar balconies in foundry area, including one with a truncated stack. In NW corner is hydraulic accumulator, the pattern shops has fireproof stair well with an iron dog-leg stair with plain iron balusters, enclosed at the head in panelled metal case, and iron doors. Old bell on 2nd floor of west range. The water tank supplied water for cooling in the manufacturing processes and for fire-fighting. Former pattern shop in SE wing has first-floor with a Jacobethan-style iron column supporting a decorated cast-iron beam. HISTORY: part of the redevelopment of Portsmouth for the steam-powered navy and in a similar manner to the No. 2 Ship Shop (qv), and unusual in the use of rivetted wrought-iron beams instead of cast-iron, as elsewhere in the Yard. There was a rotating crane in the courtyard. This is the only example of a dedicated foundry in a Naval yard, and substantially intact, containing considerable evidence of its former functions. (Sources: *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight: Harmondsworth: 1985: 416-7*; *The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 16, 21*; *Evans D: The Buildings of the Steam Navy: 1994: 17*).

SU 6300 NW THE PARADE (East side) HM Naval Base Iron Foundry

(Building No 1/140) 774-1/29/247

GV II*

See under: Iron Foundry (Building No. 1/140) including railings and bollards, THE PARADE HM NAVAL BASE

Selected Sources

1. Book Reference - *Author: Evans, D - Title: The Buildings of the Steam Navy - Date: 1994 - Page References: 17*
2. Book Reference - *Author: Lloyd, D W - Title: Buildings of Portsmouth and its Environs - Date: 1974 - Page References: 66*
3. Article Reference - *Author: Riley, R C - Title: The Evolution of the Docks and Industrial Buildings in Portsmouth - Date: 1985 - Journal Title: The Portsmouth Papers - Page References: 16, 21*
4. Book Reference - *Author: Pevsner, N - Title: The Buildings of England: Hampshire and the Isle of Wight - Date: 1967 - Page References: 416-417*

National Grid Reference: SU 63099 00831

NORTH OFFICE BLOCK (BUILDING NUMBER 1/144), MAIN ROAD

NORTH OFFICE BLOCK (BUILDING NUMBER 1/144), VICTORIA ROAD

List entry Number: 1272311

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476693

Reasons for Designation

SU6200 NE VICTORIA ROAD (South side) HM Naval Base 774-1/17/248 North office Block (Building No. 1/144) GV II Includes: North Office Block (Building No. 1/144), MAIN ROAD HM NAVAL BASE Smithery, then clothing store, now office block. 1791–94; change of use 1852; C19 and C20 alterations. Red brick in Flemish bond with ashlar dressings, brighter-red brick arches and stone sills to windows. Welsh slate roof with later brick stacks. Rectangular plan. EXTERIOR: 2 storeys, part with attic. Ashlar plinth, 1st-floor plat band, string over eaves band, and coping to parapet. North elevation: 9 bays arranged 3:3:3. End sections project, that on right with stuccoed raised quoins, ground floor, and eaves band, and having flat-arched entrance and four 12-pane sashes; otherwise this elevation has segmental-arched windows with replacement glazing, shorter on 1st floor, the bay 3 ground-floor window replaced by a door. West elevation: 7 1st-floor windows, 3 on right narrower and more closely-spaced. Stuccoing as before. 2 entrances and flat-arched 12-pane, 16-pane and 4-pane sashes to ground floor. 4 segmental-arched and 3 round-arched windows above. Cornice with brick dentils and pediment to right bay. South elevation: 3:5:3 bays, the 3 on left apparently of different build. Ends project. Similar to north elevation but with stepped dentilled brick eaves band and no parapet. Windows of bays 4 and 8 have doors inserted. C20 attic over right section. East elevation: 12 bays. Entrance at bay 7 with original bulbous head to rainwater pipe on its left dated 1848. INTERIOR: in north range at west end some panelled door and window reveals. In south range on ground floor a single remaining chamfered square wooden column. Ground and 1st floors refitted as offices mid-late C20. Braced collared queen-post roof trusses. HISTORY: After the much-altered smithery at Devonport the oldest naval smithery building, although much altered in mid C19 conversion which removed the original hand forges and chimneys, when it was superseded by the No. 2 Ship Shop and Brass Foundry (qqv) for the steam-powered navy; without significant internal details. (Sources: Coad J: The Royal Dockyards 1690–1850: Aldershot: 1989:154; The Portsmouth Papers: Riley RC: The Evolution of the Docks and Industrial Buildings in Portsmouth: Portsmouth: 1985: 14)

Selected Sources

1. Article Reference - *Author:* Riley, R C - *Title:* The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date:* 1985 - *Journal Title:* The Portsmouth Papers - *Page References:* 14
2. Book Reference - *Author:* Coad, J G - *Title:* The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy - *Date:* 1989 - *Page References:* 154

National Grid Reference: SU 62957 00827

NORTH OFFICE BLOCK (BUILDING NUMBER 1/144), VICTORIA ROAD

List entry Number: 1272312

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476694

Reasons for Designation

SU 6200 NE VICTORIA ROAD (South side) HM Naval Base 774-1/17/248 North office Block (Building No. 1/144)

GV II

Includes: North Office Block (Building No. 1/144), MAIN ROAD HM NAVAL BASE Smithery,

then clothing store, now office block. 1791-94; change of use 1852; C19 and C20 alterations. Red brick in Flemish bond with ashlar dressings, brighter-red brick arches and stone sills to windows. Welsh slate roof with later brick stacks. Rectangular plan. EXTERIOR: 2 storeys, part with attic. Ashlar plinth, 1st-floor plat band, string over eaves band, and coping to parapet. North elevation: 9 bays arranged 3:3:3. End sections project, that on right with stuccoed raised quoins, ground floor, and eaves band, and having flat-arched entrance and four 12-pane sashes; otherwise this elevation has segmental-arched windows with replacement glazing, shorter on 1st floor, the bay 3 ground-floor window replaced by a door. West elevation: 7 1st-floor windows, 3 on right narrower and more closely-spaced. Stuccoing as before. 2 entrances and flat-arched 12-pane, 16-pane and 4-pane sashes to ground floor. 4 segmental-arched and 3 round-arched windows above. Cornice with brick dentils and pediment to right bay. South elevation: 3:5:3 bays, the 3 on left apparently of different build. Ends project. Similar to north elevation but with stepped dentilled brick eaves band and no parapet. Windows of bays 4 and 8 have doors inserted. C20 attic over right section. East elevation: 12 bays. Entrance at bay 7 with original bulbous head to rainwater pipe on its left dated 1848. INTERIOR: in north range at west end some panelled door and window reveals. In south range on ground floor a single remaining chamfered square wooden column. Ground and 1st floors refitted as offices mid-late C20. Braced collared queen-post roof trusses. HISTORY: After the much-altered smithery at Devonport the oldest naval smithery building, although much altered in mid C 19 conversion which removed the original hand forges and chimneys, when it was superseded by the No. 2 Ship Shop and Brass Foundry (qqv) for the steam-powered navy; without significant internal details. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 154; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 14).

SU 6200 NE MAIN ROAD (East side) HM Naval Base 774-1/17/248

GV II

See under: North Office Block (Building No. 1/144). VICTORIA ROAD HM NAVAL BASE

Selected Sources

1. Book Reference - *Author*: Winton, J - *Title*: *The Naval Heritage of Portsmouth* - *Date*: 1985 - *Page References*: 104
2. Article Reference - *Author*: Riley, R C - *Title*: *The Evolution of the Docks and Industrial Buildings in Portsmouth* - *Date*: 1985 - *Journal Title*: *The Portsmouth Papers* - *Page References*: 14
3. Book Reference - *Author*: Coad, J G - *Title*: *The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy* - *Date*: 1989 - *Page References*: 154

National Grid Reference: SU 62945 00840

BOILER SHOP WEST (BUILDING NUMBER 1/84) AND BOLLARDS TO NORTH WEST AND NORTH EAST CORNERS, SCOTT ROAD

List entry Number: 1272313

Grade: II

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476695

Reasons for Designation

SU 6200 NE SCOTT ROAD (South side) HM Naval Base 774-1/17/230 Boiler Shop West (Building No. 1/84) and Bollards to NW and NE corners

GV II

Alternatively known as: Tarring house, Ropery, SCOTT ROAD HM NAVAL BASE Hemp tarring house, now offices and store. 1747, considerably altered subsequently, particularly C20. Red brick with some blue headers in English bond. Slate roof. EXTERIOR: 2 storeys, part with attic. 15 bays, the western section the earliest part. c1900 addition of 2 storeys, 3 x 4 bays at east end. Brick plinth; 1st floor concrete impost band; stepped eaves; western section has brick plat band and

ashlar cornice. C20 small-pane metal windows with bright red gauged brick flat arches and stone sills. Wide segmental-arched entrances with later board doors. South side: bays arranged 5:10. One inserted 1st-floor loading door, and one former loading door now a window. On right of right-hand door, at low level, is recessed stone plaque with incised seriffed lettering, "under this stone theres a Water R(?)eerr".³ Addition at east end has central segmental-arched door, 3 stepped round-arched windows above, and shaped pedimented gable with 3 small louvred openings. North side similar. West end: 3 bays, central bay projecting and with pedimented attic, oculus in pediment. At north-west and north-east corners are cannon bollards comprising disused cannon barrels (C17 or C18) set on end for use as bollards (probably mid-late C19), the muzzles blocked, that at north-east corner by a cannon ball. INTERIOR: the western section on ground floor has chamfered timber posts with rivetted metal brackets, and in former eastern end wall a round archway. HISTORY: the earliest part of the ropery, converted from manual to horse power c1774; hemp was passed from the laying house for tarring before being returned to the spinning house. Although much altered, this is the oldest naval ropery building, and part of one of the largest integrated groups of C18 industrial buildings in the country. This is the only part of the mid C18 ropery at Portsmouth to survive both the 1760 and 1770 fires. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 203-206; *The Portsmouth Papers*: Riley RC: *The Evolution of the Docks and Industrial Buildings in Portsmouth*: Portsmouth: 1985: 10-11).

Selected Sources

1. Article Reference - *Author*: Riley, R C - *Title*: The Evolution of the Docks and Industrial Buildings in Portsmouth - *Date*: 1985 - *Journal Title*: The Portsmouth Papers - *Page References*: 10-11
2. Book Reference - *Author*: Coad, J G - *Title*: The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy - *Date*: 1989 - *Page References*: 203-206

National Grid Reference: SU 62933 00551

SOUTH OFFICE BLOCK (BUILDING NUMBER 1/88), MAIN ROAD

List entry Number: 1272314

Grade: II*

Date first listed: 13-Aug-1999

Legacy System: LBS UID: 476696

Reasons for Designation

SU 6200 NE MAIN ROAD (South side) HM Naval Base 774-1/17/222 South Office Block (Building No. 1/88)

GV II*

Offices and stores, now offices. Offices (west wing) 1786-89, store (east wing) 1789, probably by George White, Master Shipwright; linking block with archway 1840s. Red brick in English bond with ashlar dressings; rusticated granite and ashlar ground floor to centre-piece. Hipped slate roofs with brick stacks. PLAN: double-depth plan offices with spine corridors to W end, E store, with 1840 central archway. 3-storey 4-bay centrepiece; 2-storey wings, west wing with basement, each of 17 bays with slightly projecting pedimented 5-bay centre. EXTERIOR: ashlar plinth, 1st-floor band, string above stepped dentilled brick eaves, flat coping to parapets, and cornices to pediments and centrepiece. Windows have sashes with glazing bars in reveals with flat brick arches and stone sills; oculi with radial glazing bars to pediments. Lead rainwater pipes with bulbous heads, dates 1787 and 1789, initials GR and crown. North elevation: left (east) wing has 2 wooden porches, that at centre having frieze with triglyphs and guttae, and flat roof. Centrepiece: wide central carriage arch and flanking pedestrian arches, all with keystones and voussoirs aligned to courses, right-hand

³ See Part 3 of the Report, Building 1/81.

archway now with door. 2nd-floor sill band and cornice below parapet. Flanking lateral stacks. Rear (south) elevation: as north elevation, but with C20 stair tower added at centre of left wing. 6-panel doors with overlights to right wing. Within throughway are Tuscan columns, distyle in antis; on east side at south end is a large entrance, now blocked, which has architrave with console- bracketed cornice. INTERIOR: west wing (the original offices) and central block have wall panelling, panelled doors and reveals, simply- moulded cornices, some original offices with fireplaces, dog-leg stair at east end of west wing with large-scantling stick balusters, columnar newels and ramped handrail. East wing (originally a store) has chamfered wooden columns and large-scantling beams, boxed in on ground floor which also has board-lined walls. Near centre of wing is closed-string straight-flight stair with bulbous columnar reveals, stick balusters, moulded handrail and board-lined stairwell with dado. HISTORY: the stores were added in the same manner as the offices, at the insistence of yard officers. The Admiral Superintendent's office has always been located in this building. Specialised offices were only built in the dockyards from 1750 (at Chatham), and this is the earliest surviving example, forming part of a distinguished composed group which manifests the concern in the dockyard for formal planning. (Sources: Coad J: *Historic Architecture of HM Naval Base Portsmouth 1700–1850*: Portsmouth: 1981: 15, plate 11; Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 47, 132; *The Buildings of England: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 411).

Selected Sources

1. Book Reference - *Author*: Coad, J - *Title*: *Historic Architecture of H M Naval Base Portsmouth 1700–1850* - *Date*: 1981 - *Page References*: 15
2. Book Reference - *Author*: Coad, J G - *Title*: *The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy* - *Date*: 1989 - *Page References*: 47, 132
3. Book Reference - *Author*: Pevsner, N - *Title*: *The Buildings of England: Hampshire and the Isle of Wight* - *Date*: 1967 - *Page References*: 411

National Grid Reference: SU 62923 00572

CHURCH OF SAINT ANN (BUILDING NUMBER 1/65), ANCHOR LANE

List entry Number: 1386817

Grade: II

Date first listed: 25-Sep-1972

Date of most recent amendment: 13-Aug-1999

Legacy System: LBS UID: 474226

Reasons for Designation

SU 6300 NW ANCHOR LANE 774-1/29/185 (South side) HM Naval Base 25.9.72 Church of St Ann (Building No. 1/65)

GV II

Church. 1785-86; bomb-damaged 1941; restored 1955–6. Possibly by Marquand, a Navy Board surveyor, working under Samuel Wyatt at Admiralty House, contractors Thomas Parlby & Sons. Red brick in Flemish bond; roof concealed. PLAN/EXTERIOR: 5-bay galleried nave (originally longer) with narrower 1- bay “crossing” and narrower-still 1-bay chancel with north and south vestries. At west end, cupola with bell. Plinth. Windows have brick arches, segmental on ground floor, round to gallery; ashlar sills; and C20 metal windows. Stepped eaves with ashlar cornice below coped parapet. West end: (rebuilt 1955–8); 3-bays. Corner pilasters support corniced pediment in which is blind oculus. Steps up to central pedimented ashlar porch with wide double door in architrave. Outer bays each have a flat- arched window linked by recessed brick panel to round- arched upper window; central upper window with keystone. Cupola (reconstructed) has columns supporting entablature and metallated dome surmounted by elaborate weather-vane on ball. INTERIOR: gallery on 3 sides (reconstructed 1955–56) carried on columns with fluted capitals has panelled corniced front, and at centre early C18 carved wooden coat of arms of the Gifford family, incorporating

royal coat of arms, figures of Justice (blindfolded and carrying scales) and Fame (with trumpet), and dolphins (Sir William Gifford was Commissioner of the dockyard from 1702–1705). Nave and chancel have panelled walls and ceiling cornice. Chancel arch flanked by pilasters surmounted by urns and with swagged drapes over arch. East window has pilasters with acanthus leaf capitals and “scalloped” archivolt with central laurel wreath; swagged drapes over. To nave ceiling, large elaborate chandelier roundel with acanthus leaf motifs and decorated scalloping; elegant pewter chandelier of 1704 (gilded 1956). Marble font of 1856. Eagle lectern 1882, Gothick-style wooden pulpit of 1906. Various C19 marble memorials. HISTORY: the oldest surviving chapel in a navy yard and part of a good group with the ropery buildings and Commissioner’s House (qqv). Graded to reflect the extensive mid C20 rebuilding of the front and refurnishing of the interior. (Sources: Coad J: *The Royal Dockyards 1690–1850*: Aldershot: 1989: 71-72; *The Buildings of England: Lloyd D: Hampshire and the Isle of Wight*: Harmondsworth: 1985: 436-7; *The Church of St Ann in Her Majesty’s Naval Base at Portsmouth*: 1991).

Selected Sources

1. Book Reference - *Title*: *The Church of St Ann in Her Majesty’s Naval Base at Portsmouth* - *Date*: 1991
2. Book Reference - *Author*: Coad, J - *Title*: *Historic Architecture of H M Naval Base Portsmouth 1700–1850* - *Date*: 1981 - *Page References*: 16
3. Book Reference - *Author*: Pevsner, N and Lloyd, D - *Title*: *The Buildings of England: Hampshire and the Isle of Wight* - *Date*: 1985 - *Page References*: 436-437
4. Book Reference - *Author*: Coad, J G - *Title*: *The Royal Dockyards 1690–1850: Architecture and Engineering Works of the Sailing Navy* - *Date*: 1989 - *Page References*: 71-72

National Grid Reference: SU 63171 00567

HMS NELSON: BARHAM (BUILDING NUMBER 82), QUEEN STREET

List entry Number: 1387139

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 475043

Reasons for Designation

PORTSMOUTH

SU6300 QUEEN STREET 774-1/8/95 (North side) 08/07/98 HMS Nelson: Barham (Building No. 82) GV II

Formerly known as: HMS Victory QUEEN STREET. Naval depot offices. 1899–1903; later alterations and additions. By and for the Admiralty, Superintendent Engineer Colonel Sir Henry Pilkington RE. Red brick in English bond with ashlar dressings. Welsh slate roof with tall, corniced chimneys. Georgian Revival style. PLAN: H-shaped plan, with right-hand (east) wing projecting further at rear. EXTERIOR: 2 storeys; 5-window range. Chamfered ashlar plinth; ashlar sill and impost bands and deep moulded eaves cornice. Windows have 17-pane sashes in reveals with brick apron panels, thin moulded stone sills, and segmental brick arches with tripartite ashlar keystones. Dated heads to rainwater pipes. West elevation (left-hand wing of block): 5 bays arranged 2:1:2 the centre projecting under pedimented gable and with entrance: panelled double door with 3-pane overlight fronted by Doric columned portico, the columns on tall plinth and supporting hooded arch, above which ashlar panel rises to form pilastered architrave to paired sashes; narrow side-lights on ground floor. Over door, cast metal plaque with Marlborough Coat of Arms. Set back on left, west elevation of east wing has 3 lower bays on left (north), cross-windows to right (south section) and columned cupola on ridge; mid C20 block of one storey added in front (on west side). South elevation: 2:4:2 bays, the end sections being the gable ends of the cross-wings and each having a console bracketed external gable chimney. Wood-columned cupola at centre of roof. INTERIOR

not inspected. HISTORY: part of the first barracks for sailors in England, built to similar plans and designs at Devonport, Chatham and Portsmouth. The latter incorporated parts of Anglesey barracks. (Lloyd DW: Buildings of Portsmouth and its environs: Portsmouth: 1974: 82).

Selected Sources

1. Book Reference - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 82

National Grid Reference: SU 63864 00502

HMS NELSON: EASTNEY (BUILDING NUMBER 79), QUEEN STREET

List entry Number: 1387140

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 475046

Reasons for Designation

PORTSMOUTH

SU6300 QUEEN STREET 774-1/8/96 (North side) 08/07/98 HMS Nelson: Eastney (Building No. 79) GV II

Formerly known as: HMS Victory QUEEN STREET. Naval canteen and theatre. 1899–1903; later alterations and additions; refurbished 1991. For and by the Admiralty, Superintendent Engineer Colonel Sir Henry Pilkington RE. Red brick in English bond with ashlar dressings. Refurbished slate roof with tall corniced chimneys. PLAN/EXTERIOR: rectangular block with gabled end ranges (north and south) of 2 storeys and attic, 9 x 2 bays. Between them, centre of block filled by 3-storey section on east side and single-storey theatre section on west side which projects and presents an 8-bay elevation. The north and south elevations are each arranged 1:2:3:2:1 bays, the 2-bay sections breaking forward, with canted sides, below pedimented gables; outer bays blind. 12-pane and 8-pane sash windows with stone sills, segmental brick arches, and tripartite keystones to canted projections. Across central 3 bays, wide round arch with giant voussoirs alternately of brick and stone; set back inside it is entrance which has multi-leaf door, small-pane fanlight and cable-moulded surround; iron-railed balcony across 1st floor. Moulded eaves. West elevation: returns of north and south ranges have gable lunettes. Theatre section has tripartite sashes below keyed segmental arches, 2 now made into doors; pilasters rise from impost level into stepped, corniced, parapet; entrance in re-entrant wall at south end has half-glazed double-door with small-pane glazing. East elevation: canted bays of 2 and 3 storeys. INTERIOR: roof supported on decorative cast-iron columns. HISTORY: part of the first barracks for sailors, built at Devonport, Chatham and Portsmouth to similar plans. Theatres were a progressive element included at both Devonport and Portsmouth naval barracks, reflecting the desire to improve living standards of the seamen. (Lloyd DW: The Buildings of Portsmouth and its environs: Portsmouth: 1974: 85).

Selected Sources

1. Book Reference - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 85
2. **National Grid Reference:** SU 63923 00612

HMS NELSON: GYMNASIUM (BUILDING NUMBER 81), QUEEN STREET

List entry Number: 1387143

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 475050

Reasons for Designation

PORTSMOUTH

SU6300 QUEEN STREET 774-1/8/97 (North side) 08/07/98 HMS Nelson: Gymnasium
(Building No. 81)

GV II

Formerly known as: HMS Victory QUEEN STREET. Military drill hall, now naval gymnasium. Late C19, believed to be 1893, Superintendent Engineer Colonel Sir Henry Pilkington RE. North-west elevation probably c1900; wartime damage of c1940 made good; further alterations late C20, including rebuilding of part of south-east elevation 1992. Red brick in English bond with ashlar dressings. Welsh slate roofs with continuous roof lights over hall and tall, corniced, chimneys. PLAN/EXTERIOR: large rectangular block of 2 storeys, parts with attic, with 6-stage clock tower at north-west corner. Plinth with ashlar offset; ashlar sill and lintel bands to windows which have tripartite keystones, brick apron panels, 12-pane sashes, and are segmental-arched on ground floor of north-west and south-east elevations. Ashlar architraves to doorways and to tower and attic windows, the attic windows having segmental ashlar pediments. Ashlar eaves cornice and coping to pediments and towers. North-west elevation: balanced 13-bay elevation, having central door in corniced architrave; wide, projecting, pedimented bays 4 and 10 each having a full-height round-arched entrance, set back door, and blank cartouche to tympanum. Projecting pyramidal-roofed tower of 2 storeys and attic at left end. At right end, projecting clock tower with angle pilasters; round-arched entrance; tripled slit windows below clock on each side; dentilled cornice below upper stage which has 3-bay round-arched ashlar arcade to each side; and cornice below swept pyramidal metal roof with finial. South-west elevation: at centre, projecting pedimented 3-bay section of 2 storeys and attic has tripled round-arched entrances with corniced architraves. Similar projecting section at right end, apparently subsequently altered, has entrance on left with console-bracketed hood and narrow windows. North-east elevation similar, with 2 entrances in central projection and 1st floor of 8 left-hand bays rebuilt after 1940s bomb-damage. South-east elevation: the 5 right-hand bays have been recessed a short distance (1992). Projecting machicolated embattled towers at ends and centre, the latter taller, all with pyramidal roofs. Tripled windows to towers, otherwise paired, all with brick pilaster jambs with ashlar plinths and capitals supporting keyed archivolt. The towers have segmental-arched windows, those of end towers with decorative tympana, on ground floor dated 1885 (believed to be reused). INTERIOR: the original 2 halls (drill hall and gymnasium) are now all one space, with fluted palm-leaf cast-iron columns supporting steel lattice beams to iron roof trusses. The existing north-west elevation has been built across the original end elevation. HISTORY: the building was originally the drill hall for the Duke of Connaught's Wessex Regiment, and one of the window tympana of the south-east elevation bears a lamb, the device of the Wessex Regiment. Covered drill halls were introduced in the 1880s, for drill practice and manoeuvres in wet weather. Part of the first naval barracks at Portsmouth, comparable with the large drill halls at Chatham and Devonport.

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 63902 00544

HMS NELSON: OLD MANAGEMENT SCHOOL (BUILDING NUMBER 34), QUEEN STREET

List entry Number: 1387144

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 475053

Reasons for Designation

PORTSMOUTH

SU6300 QUEEN STREET 774-1/8/98 (North side) 08/07/98 HMS Nelson: Old Management School
(Building No. 34)

GV II

Formerly known as: Anglesey Barracks QUEEN STREET. Formerly known as: HMS Victory QUEEN STREET. Army barracks canteen, then part of naval barracks. 1847–8. Red brick in Flemish bond. Hipped slate roof with red tile ridges and brick chimneys. 2 storeys. 11 bays, arranged 3:5:3 with centrepiece projecting slightly; 2 left-hand bays rebuilt mid C20. Central part-glazed door with overlight and gauged flat brick arch. Windows have similar arches in bright-red brick, stone sills, and 12-pane sashes in reveals. Rear: in same style; 2, 6, 2 bays the centrepiece projecting and with paired windows. INTERIOR not inspected. HISTORY: originally part of the army Anglesea Barracks, and one of the oldest canteens in an English barracks. These were a form of franchised bar serving beer, reformed by the army after the Crimean War. The navy took over the barrack buildings in 1899 to form part of the first barracks for sailors at Portsmouth. Included as part of a group with the main barracks, Building No. 14, and with HMS Victory (qqv). (Lloyd DW: Buildings of Portsmouth and its environs: Portsmouth: 1974: 82).

Selected Sources

1. Book Reference - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 82

National Grid Reference: SU 63598 00621

HMS NELSON: VICTORY MAIN GATE, QUEEN STREET

List entry Number: 1387147

Grade: II

Date first listed: 08-Jul-1998

Legacy System: LBS UID: 475056

Reasons for Designation

PORTSMOUTH

SU6300 QUEEN STREET 774-1/8/102 (North side) 08/07/98 HMS Nelson: Victory Main Gate
GV II

Formerly known as: HMS Victory QUEEN STREET. Entrance to naval barracks re-using parts from former Portsea Quay Gate. Dated 1902, reused parts 1734. Superintendent Engineer Sir Henry Pilkington RE. Red brick and ashlar. Banded piers with roll-moulded plinths, deep cornices and blocking courses, outer piers with pyramid-on-ball finials. Taller and wider central gateway with flanking pedestrian gateways, all having rusticated round arches. Impost band carried across pedestrian gateways, and moulded cornice with blocking course above them. Central archway flanked by reused attached Ionic columns and with Admiralty crest on keystone which rises into corniced segmental pediment in which is carved and painted royal coat of arms. Central gates have decorative panels with royal cipher and date. HISTORY: formed the formal entrance to the first naval barracks in Portsmouth, and part of a group with the fine officer's quarters opposite (qv).

Selected Sources

Legacy Record - This information may be included in the List Entry Details

National Grid Reference: SU 63733 00444

HMS NELSON: FORMER BARRACKS (BUILDING NUMBER 14), QUEEN STREET

List entry Number: 1387148

Grade: II

Date first listed: 25-Sep-1972

Date of most recent amendment: 18-Mar-1999

Legacy System: LBS UID: 475057

Reasons for Designation

PORTSMOUTH

SU6300 QUEEN STREET 774-1/8/99 (North side) 25/09/72 HMS Nelson: former barracks (Building No.14) (Formerly Listed as: QUEEN STREET HMS Victory Barracks, Building No. 93, Rodney)

GV II

Formerly known as: Anglesey Barracks QUEEN STREET. Army barracks, now naval barracks. 1847–48, altered mid C20. Red brick in Flemish bond with ashlar dressings. Concealed roof, with brick stacks. EXTERIOR: 3 storeys. 3; 16 window range. Originally forming the centrepiece and right-hand wing of a longer range. Ashlar plinth, 1st-floor band, and eaves cornice below concrete-rendered parapet. 12-pane sashes in reveals with flat gauged brick arches and stone sills. Double board doors with 4-pane overlights, each in ashlar architrave with piers, frieze, cornice and blocking course, which runs into the 1st-floor band. Above each door a tripartite window with wooden mullions and windows of 4, 12 and 4-panes. Former centrepiece projects below pediment with oculus and above, a console-bracketed plinth which formerly supported the statue of a lion (now in Wardroom garden, qv). Wing: 2 left and 3 right bays project slightly; 2 entrances. Rear ground-floor iron Doric colonnade broken by two C20 3-storey, 2-bay projections. At left corner inverted cannon barrel bollard. INTERIOR: entrances lead into stairhalls from which rise stone stairs with stick balusters. HISTORY: the barracks were originally part of the army's Anglesea Barracks and were incorporated into the first naval barracks HMS Victory in 1899. An interesting example of a large mid C19 barracks, and one of the few that remain from immediately before the Crimean War. (Lloyd DW:

Buildings of Portsmouth and its environs: Portsmouth: 1974: 82).

Selected Sources

1. **Book Reference** - *Author:* Lloyd, D W - *Title:* Buildings of Portsmouth and its Environs - *Date:* 1974 - *Page References:* 82

National Grid Reference: SU 63586 00567

4.2 ENGLISH HERITAGE (2013), *SOUTH EAST HERITAGE AT RISK REGISTER*.

Swindon: English Heritage. Retrieved from <http://www.english-heritage.org.uk/publications/har-2013-registers/se-HAR-register-2013.pdf>

CONDITION (p. xv)

For buildings (including places of worship) at risk, condition is graded as: 'very bad', 'poor', 'fair' and 'good'. For sites that cover areas (scheduled monuments (archaeology assessments), parks and gardens, battlefields and wreck sites) one overall condition category is recorded. The category may relate only to the part of the site or monument that is at risk and not the whole site:

- extensive significant problems
- generally unsatisfactory with major localized problems
- generally satisfactory but with significant localized problems
- generally satisfactory but with minor localized problems
- optimal
- unknown (is noted for a number of scheduled monuments that are below-ground and where their condition cannot be established).

For conservation areas, condition is categorized as: 'very bad', 'poor', 'fair' and 'optimal'.

If a site has suffered from heritage crime it is noted in the summary. Heritage crime is defined as any offence which harms the heritage asset or its setting and includes arson, graffiti, lead theft and vandalism.

PRIORITY CATEGORY (p. xvi)

Priority for action is assessed on a scale of A to F, where 'A' is the highest priority for a site which is deteriorating rapidly with no solution to secure its future, and 'F' is the lowest priority.

For **buildings and structures and places of worship** the following priority categories are used as an indication of trend and as a means of prioritizing action:

A Immediate risk of further rapid deterioration or loss of fabric; no solution agreed.

C Slow decay; no solution agreed.

Functionally redundant buildings with new use agreed but not yet implemented.

2012 priority categories are given in brackets, otherwise 'New entry' is noted.

TREND

Trend for archaeology entries, parks and gardens, battlefields and wreck sites may relate only to the part of the site that is at risk and is categorized as:

- declining
- stable
- improving
- unknown

For conservation areas trend is categorized as:

- deteriorating
- deteriorating significantly
- no significant change
- improving
- improving significantly
- unknown

SITE NAME: **2-8, The Parade, HM Naval Base, Portsmouth**
 DESIGNATION: Listed Building grade II*, CA
 CONDITION: Poor
 OCCUPANCY: Vacant/not in use
 PRIORITY CATEGORY: A (A)
 OWNER TYPE: Government or agency
 LIST ENTRY NUMBER: 1272307

Terrace of dockyard officers' lodgings, 1715-19. Partially converted to office use c1995, but now empty. Prone to wet rot and some structural movement. A repairs schedule promised by May 2009 has not been circulated. Background heating has been introduced, reducing damp levels. However, problems persist with detailing between the main building and the rear extensions.

SITE NAME: **Former Royal Naval Academy (Buildings 1/14 and 1/116-9), HM Naval Base, Portsmouth**
 DESIGNATION: Listed Building grade II*, CA
 CONDITION: Poor
 OCCUPANCY: Vacant/not in use

PRIORITY CATEGORY: A (A)
OWNER TYPE: Government or agency
LIST ENTRY NUMBER: 1244573

One of the oldest structures in the Dockyard, this building is a Georgian forerunner of the Britannia Royal Naval College at Dartmouth. Natural ventilation has been introduced, reducing damp levels. Background heating was installed during winter months, however there are still signs of water ingress.

SITE NAME: **Iron and Brass Foundry, 1/140, Victoria Road, HM Naval Base, Portsmouth**

DESIGNATION: Listed Building grade II*, CA
CONDITION: Fair
OCCUPANCY: Part occupied/part in use
PRIORITY CATEGORY: C (C)
OWNER TYPE: Government or agency
LIST ENTRY NUMBER: 1272310

The main part of the building was converted to office use in 2003. The east wing (Building 1/136) remains unused and at risk. There are concerns over water ingress.

Contact: Principal Adviser, Heritage at Risk 01483 252000

SITE NAME: **No. 6 Dock, Basin No. 1, Portsmouth Dockyard**
DESIGNATION: Scheduled Monument and Listed Building grade I, CA
CONDITION: Poor
OCCUPANCY: N/A
PRIORITY CATEGORY: C (C)
OWNER TYPE: Government or agency
LIST ENTRY NUMBER: 1001852 and 1272267

Naval dock c1690 rebuilt 1737, immediately adjacent to the Block Mills. The dock is suffering from rotation, and mortar joints on the stonework altars on the north side have opened up.

SITE NAME: **No. 25 Store, Yard Services Manager's Office, 1/118, Jago Road, HM Naval Base, Portsmouth**

DESIGNATION: Listed Building grade II*, CA
CONDITION: Fair
OCCUPANCY: Vacant/not in use
PRIORITY CATEGORY: C (C)
OWNER TYPE: Government or agency
LIST ENTRY NUMBER: 1244578

Two storey storehouse of 1782, with internal courtyard. In fair condition but vacant. Future use uncertain.

(English Heritage, 2013, *South East Heritage at Risk Register*, pp. 71-2)

4.3. HAMPSHIRE COUNTY COUNCIL (2005). *THREATENED HISTORIC BUILDINGS IN HAMPSHIRE REGISTER: PORTSMOUTH.*

Winchester: Hampshire County Council (pp. 8, 32-3) Retrieved from http://www3.hants.gov.uk/bar_2005.pdf

Categories of Risk for Action

- A Immediate risk of further deterioration or loss of fabric; no solution agreed.
- B Immediate risk of further rapid deterioration or loss of fabric; solution agreed but not yet implemented.
- C Slow decay; no solution agreed.
- D Slow decay; solution agreed but not yet implemented.
- E Under repair or in fair to good repair but no user identified, or under threat of vacancy with no obvious new user (applicable only to buildings capable of beneficial use).
- F Repair scheme in progress and (where applicable) end use or user identified; functionally redundant buildings with new use agreed, not yet implemented (from Buildings at Risk A New Strategy 1998 English Heritage)

Portsmouth			
Address	Status	Nature of Threat & Comments	Risk
Block Mills, H.M. Naval Base, Portsmouth Dockyards	Grade I SAM	Late C18 factory - one of earliest buildings used for mass production. Some general maintenance required – future still uncertain. (1999)	C
No 6 Dock, Basin 1, H.M. Naval Base, Portsmouth	Grade I SAM/CA (2002)		C
No 25 Store, Yard Service Managers Office, 1/118 Jago Road, HM Naval Base, Portsmouth	Grade II* CA	In use, repairs required. (2003)	D
Iron & Brass Foundry 1/140 Victoria Road HM Naval Base	Grade II EH Register		C

4.4. City of Portsmouth (2005). Portsmouth Conservation Area 22 *HM Naval Base and St George's Square* - including the Historic Dockyard and The Hard (to be prepared). Retrieved from <https://www.portsmouth.gov.uk/living/3097.html>

4.5. City of Portsmouth (November 2006). Conservation Area No. 18 Guildhall & Victoria Park refers briefly to Anglesey Barracks on p. 3. Retrieved from <https://www.portsmouth.gov.uk/ext/documents-external/dev-cons-area-18-guidlines-guildhall-victoriapark.pdf>

4.6 City of Portsmouth (December 2006, updated December 2011). *Statutory List of Buildings & Ancient Monuments* see HM Naval Base, pp. 25-34, 71. Retrieved from http://www.portsmouth.gov.uk/media/Statutory_List_2011.pdf (PCC)

This abbreviates the English Heritage listings, listed alphabetically by road name under 'HM Naval Base', citing the Naval Base numbers.

4.7 City of Portsmouth (2011). *Local List of Buildings of Architectural or Historic Interest.* Retrieved from http://www.portsmouth.gov.uk/media/Local_List_2011.pdf

This includes no Naval Base buildings.

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